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RAILFAN & RAILROAD

48760

The Atlanta & St. Andrews Bay

JIM BOYD

BRUCE KELLY

One Day on Cajon Pass

03
0 71896 48760 2

KODACHROME: KEN KARLEWICZ

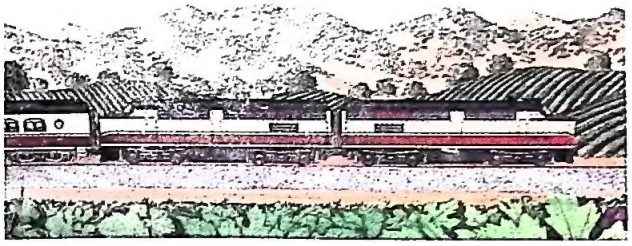
KODACHROME: DAVID HOCH

KODACHROME: KEN KARLEWICZ

SD45s IN THE NORTHEAST are leading new lives in new liveries. The NYS&W (above) has begun sprucing up its fleet of ex-BN SD45s starting with the 3612, ex-BN 6480. It is shown on the Overpeck Creek drawbridge entering Little Ferry, N.J., on November 25, 1987, completing its first trip east on train NY-10. Springfield Terminal (left) has repainted at least five of their former-NS SD45s. ST 680 (ex-N&W 1758) is shown at Hoosac Tunnel, Mass., on November 8, 1987. See page 26 for details.

GE DEMONSTRATOR B39-8 808 appeared on the NYS&W during December 1987. It is shown leading SD45s 6515 and 6521, F45 6640 and ST SD26 646 through "OV" interlocking at Otisville, N.Y., on eastbound NY-10 December 13, 1987. See page 26.

KODACHROME: GM SAVIE

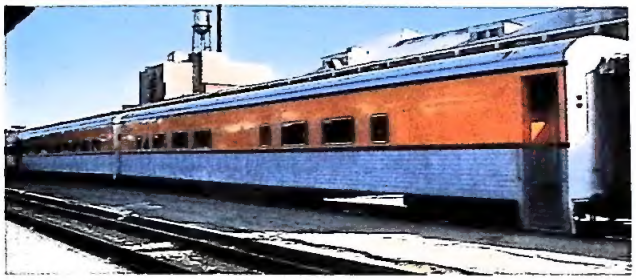


NAPA VALLEY FAs may wear the proposed paint scheme shown in this artist's rendition. Five FPA4s were purchased from VIA Rail Canada (January '88 R&R) for dinner train service in California.

KODACHROME: DAVID A. FRANZ

MONTANA RAIL-LINK began painting its locomotives in a deep blue and black, shown on SD40s 201 and 200 (former BN 6301 and 6341 respectively) at Missoula, Montana, on November 14, 1987.

KODACHROME: KIMBERLY FILIP



THE RIO GRANDE unveiled the first of the former CN *Tempo* cars in "Grande Gold" and silver, at Denver on December 10, 1987. Seventeen were purchased for "Ski Train" service.

KODACHROME: FOLEYFOTOS

K&L FEED COMPANY Alco S4 No.1, former Central Vermont 8081, has been aquired for use at Yantic, Connecticut. The freshly painted switcher is shown at Palmer, Mass., en route to its new home on December 6, 1987. See page 28 for details.

KODACHROME: DALE WOODLAND

Railnews

PHILADELPHIA'S SEPTA has begun receiving the first of seven AEM7s from EMD and 35 push-pull coaches from Bombardier. The first AEM7 to arrive was 2301, seen coupled to some of the new coaches at the coach yard at 30th Street Station in Philadelphia on November 21, 1987. Deliveries of both equipment orders should be complete by early 1988. See page 28.

KODACHROME: STEVE TURKENKOPF

THE 1987 "PV" CONVENTION was held at the former-B&O Grant Street Station in Pittsburgh, Pa., on October 8-11, 1987. Hosted by the American Association of Private Railroad Car Owners, this year's event attracted nearly 40 cars, including three domes. The cars arrived and departed in two special Amtrak movements between Pittsburgh, Chicago and Washington, D.C. This marked the 10th Anniversary of the organization that has worked tirelessly with Amtrak to make private car operation in the U.S. safe and practical. The lineup of observation platforms on October 11 is vivid testimony to their success.

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From the Publisher's desk:
The Lighter Side of Railroading

It wasn't too long ago that many railroads had extensive marine departments. Railroads needed tugboats to lug freight cars and complete passenger trains across rivers and bays on barges, that at least in New York Harbor were called "lighters." The railroads also operated ferryboats to carry commuters. Railroad carferries crossed the Great Lakes, and the Canadian roads even operated ocean-going liners.

New York City is unique in that its five boroughs are separated by rivers and bays. Railroads terminating on the New Jersey side of the Hudson River had to ferry freight cars to small isolated yards in Manhattan, Brooklyn and other points. Tugs emblazoned with such heralds as New Haven, Pennsylvania, Erie, Lackawanna and Lehigh Valley would drag their barges loaded with freight cars across New York Bay, the Hudson and the East Rivers. The small yards were usually serviced with one locomotive, and when the engine needed servicing, it would be ferried back to the railroad's home tracks.

The ferry operations afforded a great opportunity to see the tugs working and were fascinating in themselves. It was once possible to cross the Hudson for a nickel on the Newberg Ferry, Yonkers Ferry, 125th Street Ferry operated by Public Service (later Electric Ferries), the West Shore Ferry (NYC and NYO&W), Erie (Erie and NYS&W), DL&W, Pennsylvania and Jersey Central (CNJ, Reading and B&O). A ride on the Cortlandt Street Ferry of the West Shore gave a 20-minute journey affording fantastic views of many rail yards plus ferries of several companies and lots of busy tugs and perhaps some ocean liners. New York's Staten Island Ferry, for passengers and motor vehicles, remains.

The Lincoln Tunnel and George Washington Bridge spelled eventual doom for all of the railroad commuter ferry operations. The Pennsy was one of the first to quit, since they had their own tunnel into New York plus access to the Hudson Tubes, now PATH. The B&O instituted bus service for its through line passengers, even installing a bus turntable in the cramped Jersey City terminal, possibly the only one in existence. B&O passengers could then be whisked through the Lincoln Tunnel to midtown points across the river.

The Susquehanna, faced with growing bus competition, purchased two ACF railcars and bypassed the Erie's ferry operation with a new Susquehanna Transfer bus connection through the Lincoln Tunnel. Meanwhile, costs of maintaining ferry fleets and terminals escalated. The Erie closed its terminal and moved in with the Lackawanna. The West Shore abandoned passenger service completely, as did the NYS&W. Heavy industry moved from the riverfront of New Jersey, and with it went most of the yards and terminals. Today, shopping malls and condominiums are taking their place. With the condos and heavier highway traffic has come demand for restored ferry service to downtown New York. The old Italian bootblack on the West Shore Ferry gave me some of the best shoe shines I ever had.

Hal

TRAIN

RAILFAN & RAILROAD

March 1988/vol.7 no.3

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Cover

Awaiting an evening call to work, Atlanta & St. Andrews Bay GP38-2 508 idles away the pleasant afternoon of January 21, 1987, at Dothan, Alabama. This colorful and prosperous 81-mile railroad links CSX and Norfolk Southern with the Gulf port of Panama City, Florida. Beginning on page 40, John Sistrunk takes us for a close-up look at this railroad that runs its main line freights only at night. Kodachrome by Jim Boyd.
Santa Fe Extra 5977 East is crossing over to the south track at Summit, California, atop Cajon Pass, at 9:24 a.m. on July 11, 1987. Bruce Kelly shows the traffic over the Cajon on that day in his article beginning on page 30. Behind that F45 are six more road units and a pair of helpers with L.A. to Barstow mixed freight 4-828-11. Kodachrome: Bruce Kelly.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1988 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

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Fanmail

Greyhound 8444

I liked the Union Pacific 8444 article very much and was surprised to see the mention of Greyhound bus 8444 at the Cheyenne, Wyoming, depot on August 10, 1987.

I am a retired bus driver from New Jersey Transit and its predecessor companies with 40 years service, mostly out of the Elizabeth Carhouse. I still drive part time for Van Nortwick Tours, and on trips to Atlantic City, N.J., I usually write down the numbers of the Greyhound buses parked in the old Trailways lot on Atlantic Avenue. In late September, I found Greyhound 8444 parked in Atlantic City and have found her a number of times here on the East Coast, along with other buses of the same number series.

JOHN A. YOHANNAN
Whiting, N.J.

Along the ol' right-of-way

Publisher Carstens' comments in the January 1988 issue about abandoned rights-of-way really hit home. During the past two spring meetings of the C&EI Historical Society I have been conducting tours of the abandoned C&EI lines. Though evidence remains, some have been out of existence since the 1890s. This past year we had about 20 people on the four hour tour, and I believe they really enjoyed the look into the past.

Again this spring, we plan another tour to complete the area. I feel this is a valuable part of a Historical Society's purpose, showing people where their favorite railroad once served the growing country. This year, if all goes well, we will combine with the Wabash Society and tour abandoned lines of both railroads. We invite anyone interested to join us.

RICHARD M. SCHROEDER
Director
C&EI Historical Society
Danville, Ill.

I always read FROM THE PUBLISHER'S DESK, and the January 1988 issue really touched on a soft spot. I consider abandoned rights-of-way as much a part of the hobby as active lines. There is nothing like hiking along an embankment and coming across an old building or abandoned town to stir one's imagination. I've found that by using topographic maps and information from local historians, it can be a truly enjoyable time. My son, daughters and I have spent hours upon hours relishing the thought of what was and what is.

We've hiked and driven the old D&H Adirondack branch from Lyon Mountain to Lake Placid, N.Y., and the old NYC (actually the New York & Ottawa) from Tupper Lake to Helena and came across some great artifacts. The most recent one was the old NYC branch from Syracuse to Earlville, N.Y. We came across the junction between the Lehigh Valley and New York Central Earlville Branch which was almost in someone's back yard. My kids bet that these people probably have no idea what history lurks just outside their door. Don't get me wrong, active railroads are just as exciting, but the charm isn't there yet.

JERRY MISIK
Belleville, Ill.

North Shore memories

I wanted to compliment you on your fantastic North Shore article in the January 1988 issue. I don't usually "nitpick," but I thought you may be interested in a bit of little-known information. The Chicago Loop did not actually get its name from the elevated. In 1882 a cable car system was built and operated by the Chicago City Railway. The system turned around in downtown Chicago down the middle of Wabash, Madison, State and Lake Streets. The loop this formed gave the area the name. In 1897 the elevated structure was built for the new electric-powered trains.

STEVE BROWN
Rosemont, Ill.

I just received the January 1988 issue and enjoyed your North Shore article. I share your feelings about the North Shore since I lived in Racine, Wisconsin, as a child during WWII and watched the NSL go by the house. Our back yard was the NSL right-of-way. After my family returned to Chicago, I still had an opportunity to see and ride the NSL. My grandmother's house was directly across West Boulevard from the main line, and I spent many summers watching the NSL. My mother would take me to Dempster station and I would ride to Racine, hopefully in the "railfan's seat." A big treat for my brother and me was to go to downtown Chi-

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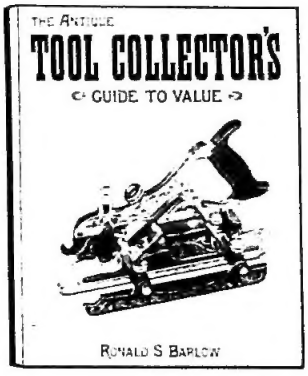

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cago and be able to ride the *Electroliner*. I saw such things as the piggyback trains and the first train after the 1947 strike.

As traffic manager for a building materials company in the early 1960s, I was able to route a few cars over the NSL and met many of their employees. I currently live about five blocks from Oakton curve, and in the late evening or early morning, I can hear the Skokie Swift "round the curve." It sounds a little like the NSL, and it makes it easier to remember when.

I really enjoyed seeing your picture of the 251 in service. During the last few years, I had the pleasure of working on the 251, as well as operating it during the summer. If any of your readers in the Chicago area share your feelings about the NSL, I invite them to join the Illinois Railway Museum. We are starting to make cosmetic repairs to the 253 and can use the help.

WALTER L. WEART
Skokie, Ill.

Your feature in the January 1988 issue on the North Shore brought back a lot of memories, as I grew up in that area and rode the Shore Line and the Skokie Valley routes hundreds of times.

You're quite correct—the railroad didn't shut down immediately. In fact, the shut down operation lasted a lot longer than you may have realized. Among other things, supplies of every nature thought to have resale value were returned to the Highwood Shops where they were sold off to the public. This operation was handled by Storekeeper Thomas F. Collins, from whom I purchased an air brake reservoir and a switch key on January 23, 1964. That was almost exactly a year after you and Orin Schmidt locked up the Harrison Street Shops. The reservoir has been gone for years, but I still have the switch key and a receipt confirming this date. Thus, I'll bet Tom Collins, and not Orin Schmidt, was "the last man on the railroad."

ROBERT C. GUHR
Stamford, Ct.

I was very happy to see your North Shore Line article in the January 1988 issue. Very well done. I didn't know you had any CNS&M views since it's never been mentioned.

One correction I would like to make is the day of abandonment. It was Monday, January 21, 1963, making the last day of full operation on Sunday, Jan. 20. I remember the day well, riding the *Electroliner* 801-802 on a round trip from Howard Street to Milwaukee with my parents. I was only ten years old at the time.

I lived next to the Northside "El" tracks and watched North Shore trains daily, never thinking they would be gone. I took about a half dozen fuzzy Brownie shots which I still treasure today.

I've been working at CTA for the last 16 years and have been maintaining Skokie Swift equipment for the last 13. One car that was a treat to be able to work on was former CNS&M line car 606. CTA bought it to maintain the Skokie wire and renumbered it S606. Unfortunately, it was destroyed by fire ten years ago. It may not have been a real North Shore car, but it was neat to see ex-CNS&M equipment on its home rails long after the abandonment.

LOUIS F. GERARD
Skokie, Ill.

"It's Been 25 Years" in January 1988 issue was a memory jogger. My habit for many years has been to tune in late evenings to the AM broadcast band, and in winter 1962-'63 WGN in Chicago came in loud and clear. A fond but sad memory is of an interruption to Franklin McCormick's program around midnight on January 20, 1963. He read poetry along with the music and was well-known for his recordings of Wayne King's Orchestra in the '50s; remember?

The interruption that night was a remote from the CNS&M terminal reporting the last run of the CNS&M from Chicago to Milwaukee, of which you wrote. One could hear the whirring of air compressors in the background noises.

I've kept a daily journal since 1947, and when I read the article, pulled out the "1963" book. My notation for Sunday, January 20 reads, "WGN 6° below, last CNS&M run." For Wednesday, January 23, "WGN 16° below, Chicago." So the day of your last ride, January 18, was a Friday. I wonder if you recall these very low, even for Chicago, temperatures?

WILLIAM F. FENNELLY
Yonkers, N.Y.

I do remember the bitter cold and hearing about how frigid those last riders were. I had been concentrating so heavily on photographing the NSL in the two or three months before the "end" in only moderately cold weather and was sufficiently saturated with NSL action that I never really missed participating in that last run. Continuing my personal fantasy, not seeing the actual last runs helps me remember the NSL as live rather than dead—J.B.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

CHICAGO, ILLINOIS, February 19. "Twenty years of Penn Central/Conrail" slide program at the Bismark Hotel. Begins 7:30pm, non-member admission $1.75. Contact: The Railroad Club of Chicago, 3737 West Lyndale Street, Chicago, IL 60647; 312/235-5083.

BOSTON, MASSACHUSETTS, February 20. "Snow Train" excursion to the Berkshires. The New England States Limited departs Boston's South Station at 8am to Pittsfield, Mass., and Albany, N.Y. Possible side trips planned. Adult tickets $49.95, kids $29.95. Contact: Mass Bay RRE, P.O. Box 525, Bedford, MA 01730; 617/277-2843.

NORTH FREEDOM, WISCONSIN, February 20-21. "Snow Train '88" at the Mid-Continent Railway Museum featuring steam operation in the snow including passenger, mixed and freight consists with numerous photo runs. Plow train will run if snow is sufficient. Night photo session is planned. Contact (SSAE, please): Mid-Continent Railway Museum, North Freedom, WI 53951, or call 608/522-4261.

SILVER SPRING, MARYLAND, February 21. National Capital Trolley Museum's "Winter Trolley Festival" featuring rail and trolley films and slides, plus an operating O-gauge layout. All in-service equipment will be running plus night photo session. All-day fare $6. Contact: National Capital Trolley Museum, Special Operations, Box 4007, Colesville Branch, Silver Spring, MD 20904; 301/384-6088.

STOCKTON, CALIFORNIA, February 27. "Winterail '88" Railroad Photography Exposition at the Scottish Rite Temple, 33 W. Alpine Ave., 10:30am-9:30pm. Adults $10, kids $5. 10th anniversary show featuring photo contests, a flea market, Ted Benson, Steve Patterson, Mike Schafer and others. Only 900 tickets will be sold. Contact (SASE please): Dave Stanley, Winterail '88, P.O. Box 8771, Stockton, CA 95208.

NEW YORK CITY, NEW YORK, April 10. Excursion over Metro North's Hudson and Harlem lines using ex-NYC 1100 series m.u. cars. Includes shop tour at Brewster. Depart Grand Central Terminal 10:15am. Adult fare $44, kids $39, $5 additional day of trip. Contact (SASE please): Branford Electric Railway Association, Harlem/Hudson Trip, P.O. Box 2264, Short Beach, CT 06405.

PERRIS, CALIFORNIA, April 23-24. Orange Empire Railway Museum's Annual Rail Festival from 9am-5pm at the Museum. Adults $5, kids 6-11 $3, 5 and under free. Contact: Orange Empire Railway Museum, South A Street, Perris, CA 92370; 714/657-2605.

CASS, WEST VIRGINIA, May 20-22. "Railfan Weekend Spectacular" on the Cass Scenic Railroad featuring Shays in action on the mountain. Varied consists and numerous runbys plus night photo session for video and still cameras. Weekend ticket $45. For tickets and reservations or information contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927, or call days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

ROCKY MOUNTAIN RAILROAD CLUB, June 18-July 2 "50 Years of Railroading" Golden Anniversary with an extensive series of excursions, highlighted by a run from Denver to Laramie on the UP using diesel (Denver to Speer) and UP 4-6-6-4 3985 on June 18. Capacity extremely limited and ticket price not yet available. Other trips include Georgetown Loop 6/19; Manitou & Pikes Peak 6/20, Cadillac & Lake City 6/21, Cumbres & Toltec Scenic 6/23, Chama/Durango field trip 6/24, Durango & Silverton 6/25 and a San Juan Sojourn field trip 6/26-7/2. For information brochure contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/572-7868.

INTERNATIONAL TOURS

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

Germany, April 1-10. Trips along and through Communist borders including East Berlin with its trams and elevated. Ride 1910 monorail, Rhine River cruise, overnight in a castle and other city streetcar systems. $1988 includes air, hotels, transport and rented vehicle.

South America, May 1-30. Three gauges steam, electric and diesel around Argentina, Chile, Uruguay and Paraguay. Narrow gauge into the Andes. $2988 includes international jet, rail, sleepers, bus tour connections, hotels, taxis and dinners.

SOUTH AFRICA, March 24-April 10. "Umgeni Limited" private train throughout South Africa with 19 different classes of main line steam, three vintage electrics and diesels plus narrow gauge Garretts with runbys. Twelve nights aboard train in sleeper compartments; also diner and lounge car. Round trip economy excursion air from New York $3016. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

SOUTH AMERICA, PARAGUAY, April 10-May 1. Best of Argentina and Paraguay steam and railroading. 2-10-2s, 2-8-2s, wood-fired 2-6-0s, a banquet, shop tours and more. Detailed itinerary available. Contact: Trains Unlimited Tours, c/o The Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965.

AUSTRIA, SWITZERLAND, April 11-19. General Dynamics RR Club roundtrip from Dallas, Texas, $1599. Includes 7 nights hotel, breakfast daily, 4 dinners, 1 lunch. Travel by steam and electric train, visit Museum of Technology in Vienna. Contact: General Dynamics Recreation Association, Robert Bray, 1820 Spruce St., Fort Worth, TX 76126. $200 deposit required.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

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Poland, July 1988. Write for details.

EUROPE RAIL 1988, Tours for people who love trains. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

European Spring, April 1988. Amsterdam, Den Haag, Brugge, Paris, Zermatt, Interlaken, Lucerne-Canal Cruise, TGV, Matterhorne. Steam in Holland; $2445.

Britain, June, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485.

Alpine Europe, May, June 1988. Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken-Glacier Express, Bernina Express, Engadine Express, Jungfrau. Steam in Hungary and Austria; $2585.

Norway, May 1988. Bergen Hammerfest, Tromso, Narvik, Bodo, Trondheim, Balestrand, Oslo-Fjord cruise, Flam Railway; $2885.

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RAILROADIANA MEETS

WHISTLE STOP TRAIN TOURS, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Road, Cleveland, OH 44102; 216/933-2596.

Canton, Ohio, February 12-14, Mellett Mall.
Columbus, Ohio, February 19-21, New Market Mall.
Marion, Indiana, March 11-13, North Park Mall.
Columbus, Ohio, March 25-27, Indiana Mound Mall.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Philadelphia, Pennsylvania, February 27-28, Philadelphia Civic Center.
Timonium, Maryland, March 19-20, Timonium Fairgrounds.
Wilmington, Delaware, March 26-27, Shriners Auditorium

GREAT AMERICAN TRAIN MART, 1988 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Chicago, Illinois, February 14, Dupage County Fairgrounds.
San Francisco, California, February 28, Solano County Fairgrounds.
Chicago, Illinois, March 13, Dupage County Fairgrounds.
San Francisco, California, March 27, Solano County Fairgrounds.

TOY TRAIN COLLECTORS SOCIETY, 1988 season:

Depew, New York, February 14. 11am-4pm at the Hearthstone Manor, 333 Dick Road. Contact: Raymond Baer, 110 Princeton Court, Cheektowaga, NY 14225.

Rochester, New York, March 13. 11am-4pm at the Downtown Riverside Convention Center. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.

OLYMPIA, WASHINGTON, February 20. 3rd Annual Model Railroad Swap Meet & Exhibition at the Olympia Center, 11am-4pm. Adults $2, under 10 free, tables $10. Contact: Gordon Robinson, 1704 North Quince, Olympia, WA 98506, 206/943-5046.

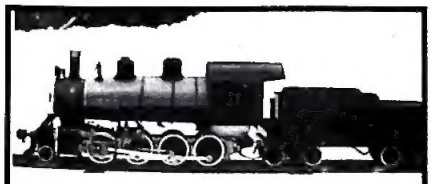
WEST SPRINGFEILD, MASSACHUSETTS, February 21. New England's largest railroad show sponsored by the Amherst Railway Society at the Eastern States Exposition Grounds, 10am-5pm. Adults $3, kids 5-11 $1, under 5 free. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 01083, 413/436-5318.

SYRACUSE, NEW YORK, February 21. The Syracuse Model Railroad Club Fourth Annual Open House & Train Meet at the Eastwood American Legion on James Street, 11am-5pm. Adults $1, kids $.25. Tables available. Contact: George Purdy, P.O. Box 492, East Syracuse, NY 13057; 315/437-6874.

SPOKANE, WASHINGTON, February 21. Spokane Model Engineers 12th Annual Swap Meet at the Sheraton Hotel, 10am-4pm. Adults $2, under 12 free with adult. Contact: Bruce Lochhead, North 1617 Farr Road, Spokane, WA 99206; 509/924-9313.

BURLINGTON, VERMONT, February 27. Burlington Area Railroadiana & Model Railroad Show at the Burlington Memorial Auditorium, 10am-4pm. Adults $2.50, 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

EDMONDS, WASHINGTON, March 6. Swamp Creek & Western Railroad Club's Second Annual "Rollin' Rails" Show at the Anderson Recreation Center. 10am-5pm, adults



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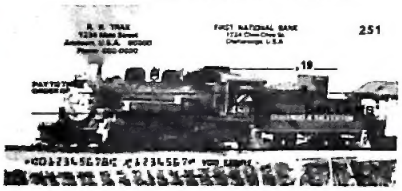

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FAIRFIELD, CONNECTICUT, March 6. Housatonic Railway Club's Station Stop '88 at the Tomlinson Middle School, 10am-4pm. Adults $2, $4 per family. Contact: Housatonic Railway Club, P.O. Box 521, Fairfield, CT 06430; Friday eves 203/255-3795.

FORT WAYNE, INDIANA, March 12. Train and Collectable Toy Show at the Lantern, 4420 Ardmore, 11am-4pm. Adults $1.50, under 12 free. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809.

BURLINGTON, VERMONT, March 12. Northwestern Vermont Model Railroading Society Model Railroad Show & Sale at the South Burlington Middle School from 10am-4pm. Adults $1.50, under 12 75¢. Contact: Michael Saunders, Northwestern Vermont Model Railroading Society, 84 Aldis Street, St. Albans, VT 05478; 802/524-4429 except Wednesdays.

CLARK, NEW JERSEY, March 13. Jersey Central NRHS Chapter's Train Show & Sale at Mother Seton High School, 9am-3:30pm. Adults $4, family $6, under 12 free. Garden State Parkway exit 135. Contact: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066.

CHESHIRE, CONNECTICUT, March 13. The Cheshire High School Band Biannual Train Show at the Cheshire High School, 10am-5pm. Adults $3, kids under 12 free. Contact: Tom Kotulsa, 525 South Main Street, Cheshire, CT 06410; 203/272-5361.

EAST WEYMOUTH, MASSACHUSETTS, March 19. South Shore Model Railway Club Show & Sale at Weymouth High School 9:30am-4pm, adults $2. Contact: Ron Clough, P.O. Box 77, Hingham, MA 02043; 617/749-8297.

BUCYRUS, OHIO, March 20. The Bucyrus Area Rail Fans (BARF) and Model Railroad Association Train Show & Swap Meet at the Bucyrus High School, 10am-4pm, admission $2. Contact: James Croneis, 925 Sunset Drive, Bucyrus, OH 44820; 419/562-9855 evenings.

KINGSTON, NEW YORK, March 20. 5th Annual Kingston Train & Craft Expo at the State Armory on North Manor Ave., 10am-4pm. Adults $2, kids $1. Contact: Kingston Model Railroad Club, CPO 1885, Kingston, NY 12401.

KITTANNING, PENNSYLVANIA, March 20. Central Armstrong Model Railroad Train Show at the Kittanning Twp. Firehall, 10am-4pm. Adults $2.50, under 12 free. Contact James W. Boyer, R.D. 2, Box 133, Ford City, PA 16226; 412/763-8327.

NORTHLAKE, ILLINIOS, March 20. 7th Annual Chicagoland Railroadiana Show at the West Leyden High School Fieldhouse, 10am-4pm. Adults $2. Almost 200 tables. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

LITTLE ROCK, ARKANSAS, March 26. 8th Annual Arkansas Railroad Club Railroadiana Show & Sale at the Fisher Armory, North Little Rock, 9:30am-4pm. Adults $1, under 12 free. Contact (SASE please): Bill Pollard, P.O. Box 10222, Conway, AR 72032.

Camera Bag

BY JIM BOYD

EASTMAN 5294 G. GERRISH WILLIAMS

EASTMAN TYPE 5294 movie film was used for this photo of N.J. Transit's "Farewell to the E8s" trip at Newark, N.J., on September 13, 1987. The normally-rated ASA 400 film was shot at and processed for ASA 640 by Seattle FilmWorks. This film yields both a color negative and positive transparency.

Another Opinion on Slide Films

GUEST COLUMNIST: G. GERRISH WILLIAMS

I have been avidly following CAMERA BAG for quite a while. I've been a fairly serious railfan photographer for over 20 years, having bought my first 35mm camera (a Yashica Lynx-5000 rangefinder—my first SLR came a few years later) in the spring of 1966 during my freshman year in college. While much of what has been written I've generally agreed with (and I feel learned a lot from), there are some areas in photography on which we do not agree.

While in principle I might go along with your philosophy to lock in on one specific type of film and stay with it, this has never held me back in experimenting with just about every new slide film which has come down the pike. As I'm sure you agree, color balance and bias in slide film becomes a matter of personal preference, and for most of my photographic life I have not been a Kodachrome fanatic. When I started taking slides, I wrote off ASA 25 films as being just too slow; I simply did not like the looks of Kodachrome-X, and the majority of my early slides were taken Ektachrome-X. This never kept me from trying other products, which

led to some failures (my one try at Dynachrome, for example) and some successes. For a while I was a heavy user of Anscochrome 64, when I could get it and always with factory processing (which was sent to the home office lab in Binghamton).

The shift to the current generation of slide film has changed some of my photographic habits. I'm using Kodachrome 64 quite a bit—over the past several years I've probably shot more K64 than any other single brand of film, but I refuse to call it my slide film of choice. Actually my current first choice (all other factors being equal) is probably Fujichrome 100. I like the color balance and the speed. I've tried some Kodachrome 200, but if conditions are not right for ASA 100 film, my preference is to go with Ektachrome 400. From time to time I've used Agfachrome—the earlier incarnation wasn't bad, but I'm not very impressed with the current E-6 version.

I've always been a stickler for factory processing, and any time I'm traveling I generally mail my Kodak film off as I take it to the nearest lab to wherever I happen to be. Usually my Kodak film goes to Fair Lawn, N.J., but I was quite impressed with the results from a recent trip which I sent to the Kodak lab in Palo Alto, California. Recently I've found Fujichrome with pre-paid processing hard to find (my results with Fujichrome processed by local labs has never been that good, but results from the "factory" lab have always been great). I recently learned from a camera shop employee that Kodak at long last will process any manufacturer's E-6 compatible film, something I've not noticed mentioned in a photography magazines but which is clearly stated on current PK-24 and PK-36 mailer packages. I've had Fujichrome 100 processed by both Fair Lawn and Palo Alto and have been very pleased with the results. Interestingly, the slides come back in mounts marked "color slide" with no reference to "Processed by Kodak."

Something else I've tried, with mixed results, is the respooled motion picture film. I've found the Eastman Type 5254 and the current 5247 film (ASA 100), when exposed and processed for tungsten lighting, to be a very good film for time exposures and available light photography. I've recently found that Type 5294 film (ASA 400), which at least one lab handles at ASA 640 for color-corrected daylight balanced processing, to be an outstanding available light film. As an example, shown here is a Type 5294 slide taken of the N.J. Transit "Farewell to the E8" trip at Newark station on Track 2. A shot there is difficult at best, and the results turned out rather good. Another advantage of the respooled motion picture film is that you get a negative from which additional slides can be made—rather than having dupes made or taking extra slides, it's often easier and cheaper and produces better results to have extra sets of slides made or, as some labs offer, have extra slides made from individual frames of the negative. (This film is available only from independent labs such as Seattle FilmWorks or Dale Laboratories of Hollywood, Fla.; Kodak will not sell it retail or process it.)

I enjoy reading Jim Boyd's opinions in CAMERA BAG, and I encourage him to keep it up. But don't assume that just because you like Kodachrome that the other brands of slide film out there don't have something to offer, too.

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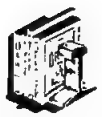

What's New?

Pacific Fast Mail managed to publish *The Southern Pacific in Oregon* by Ed Austin and Tom Dill just in time for the post-Christmas rush. This book looks like a beauty, containing 320 8¼"×11" pages between hard covers. It is just loaded with maps and almost 500 photos, some in color. The book takes you on a tour encompassing nearly 120 years of history on the SP and its predecessor lines in Oregon, including narrow gauge and logging roads. The reproduction is very good, and the authors' approach to the maps will appeal to both railfans and modelers. John Signor's distinctive and very attractive "birds-eye-view" maps of the Oregon Lines appear on the end papers. This complete history sells for $47.50 and is available from Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020.

Just released from Pruett Publishing is *Kansas City Southern Lines, The Route of the* Southern Belle, by Terry Lynch and Warren Caileff, Jr. In 224 8½"×11" pages, the hardcover contains over 300 photos (14 in color) and is a pictorial history of the motive power and equipment of the Kansas City Southern and its alter-ego Louisiana & Arkansas. The railroad made use of a wide variety of motive power from rebuilt Moguls to disc-drivered Consolidations and Super Power 2-10-4s and high-hood Alco switchers to FM Erie-Builts and SD50s. The photo reproduction is good but often demonstrates just how hard that new white paint scheme is to photograph. The book sells for $35.00 from Pruett Publishing, 2928 Pearl Street, Boulder, CO 80301; 303/449-4919.

Doubleday & Company has released the first of a two-volume set entitled *Union Pacific, The Birth of a Railroad 1862-1893*, by Maury Klein. This book contains 686 9¼"×6¼" pages and in 33 chapters documents the building and early operation of the nation's first transcontinental railroad. Although the majority of the book is text, it is factual, easy reading containing 115 exceptional black & white photos with five maps. The book sells for $27.50 and is available at bookstores or from Doubleday & Company, Inc., 245 Park Avenue, New York City, NY 10167. Author Klein won the 1987 R&LHS Book Award for his *The Life and Times of Jay Gould.*

The Rutland, 60 Years of Trying, Volume II, The Hub—Rutland, Vermont, is the second book in the five-volume series by R.W. Nimke. It is a 208-page 9"×12" hardcover with over 300 black & white photos, diagrams and sketches. This is primarily about the main terminal at Rutland, Vt., and explains the duties of its switchers and freight, passenger and milk train operations. The reproduction is good, and much information was taken from original Rutland paperwork and photographs. This book sells for $34.50 (in U.S. funds, postpaid in U.S. and Canada) from R.W. Nimke, RR #1, Dept. Rut #2, Walpole, NH 03608.

Michael Gee of British Columbia has been collecting poetry on steam railroading for many years and has compiled and published his second *Anthology of Steam Railroad Poetry*. This 42-page 8½"×11" softcover contains the work of many poets, a lot of whom are railroaders. The book is attractively designed and laid out with photos complimenting much of the poetry. Although some remain anonymous, credit is given to some very talented poets. It is available for $10.95 postpaid, from Michael Gee, 660 Pilot Street, Prince George, British Columbia, Canada V2M 5J1.

Just out in softcover is *B&O Salute*, by Milton A. Davis and Charles S. Roberts. This 64-page work is a medley of over 130 black & white photos of steam, diesel and rolling stock. The reproduction on heavy coated stock is very good despite one or two marginal originals. The book sells for $16.00 (Md. res. add 5% tax.) plus $1.70 shipping & handling from Barnard Roberts & Company, 305 Gun Road, P.O. Box 7344, Baltimore, MD 21227; 301/247-2242.

David & Charles of Newton Abbot, England, is a well-respected publisher of books on the railways of the U.K. Their products are readily available in the U.S. through their distributing center in North Pomfret, Vermont. Their list of available titles on a wide variety of British railway subjects is impressive, and two recent releases provide a typical sampling.

The London & Birmingham Railway, 150 Years On, by David Gould, is a contemporary pictorial that also includes a history and detailed maps of this now-electrified main line. The work of Robert Stephenson, the L&BR

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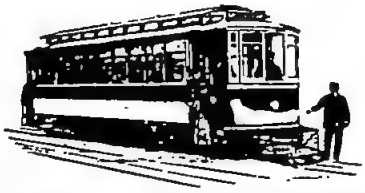

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Judging by the reception Colin's first volume (which is still in print) received, this will be another best seller. Areas reviewed include many of the railways' older locomotives, the building of the Alaska Highway etc.

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Other works in the course of preparation include **The Dominion Atlantic Railway, Canadian Pacific between Calgary and Edmonton, The British Columbia Railway (Volume One)** and **Canadian National in the West (Volume Four)**

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first started operating in 1837. While there are a few vintage steam photos, the majority of the book is action on present day British Rail. This work contains 120 very nicely reproduced black & white photos in 96 6½"×9½" pages between hard covers. It sells for $24.95.

Hoboken's Lackawanna Terminal, by Theodore Scull, is a 96-page 8½"×11" pictorial history of this famous former-DL&W passenger station still in use today by New Jersey Transit. The many photos, maps and artwork reproductions illustrate Hoboken's history from a Revolutionary War era ferry landing to a multi-faceted transportation hub (serving today as an interface between a commuter railroad, the PATH subway and a bus network). This perfect-bound softcover features very good reproduction on heavy, coated paper and sells for $12.50 from Quadrant Press, 19 West 44th Street, New York, NY 10036.

Seven Hills Books of Cincinnati is distributing some new titles from Europe. *The Famous Glacier Express of Switzerland* by Hans Schweers is an 8×10¾" perfect bound softcover containing many black & white and color photos describing one of the best known trains in the world. On its route from Zermatt, at the foot of the Matterhorn in the Swiss Alps, to St. Moritz, the train must pass through 90 tunnels, over 291 viaducts and past several of the glaciers from which the train gets its name. The book gives a brief history, outlines present operations and offers information on reservations, boarding times, restaurants and lodging, making it a handy guide for the traveler. The reproduction is excellent on heavy paper, and this 64-page work is attractively priced at $12.50.

Calendar Call

As 1987 draws to a close, still more calendars of note have arrived. "The Ontario & Western 25th Anniversary Calendar" features 13 black & white scenes from around the NYO&W including A-B-B-A F3s passing a fantrip, the open-platform observation car of the *Mountaineer*, a builders photo of an A-B-B-A FT set, a 2-10-2, the NYS&W's newly restored NYO&W NW2 116, a Ten-Wheeler on passenger, the streamlined *Mountaineer Limited*, a numerous camelback 4-6-0s and 2-8-0s, a 1907 O&W company picnic, a single F3 on passenger and the coal-burning tug *Ontario*. The reproduction is very good on this 11"×17" foldout calendar. The date blocks are large enough for memos and important dates in NYO&W history are noted. It sells for $6.95 plus $1.50 postage & handling from the O&W Chapter NRHS, P.O. Box 713, Middletown, NY 10940.

"The 1988 Railroad Calendar" from the Buffalo Chapter NRHS features twelve black & white offerings in an 11"×17" spiral-bound calendar including NYC Mohawk 3054 on freight, EL and PC Geeps on freight, a B&O Pacific on the BR&P, International Railway Company interurban car 4031, a CNR streamlined Northern, a D&H freight, an NYC 2-8-0 1186 taking water, IRC car 5021 in downtown Buffalo, a B&O 2-8-0, a South Buffalo Railway S2, an Erie N1 Mikado, an E8A-B set on an early Amtrak train and CNR Hudson 5701 with a passenger train. The reproduction is good with ample sized date blocks. Each month is adorned with railroad artwork. It is $5.50 postpaid from the Buffalo Chapter NRHS Calendar, 26 Cherry Street, Lockport, NY 14094.

The "Salamanca Rail Museum—1988" cal-

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2124 Rambling On The Reading Bill McClellan and his son Rob were on hand to record many of the famed Rambles operated by The Reading Railroad from 1959 to 1964. Here are 22 of their best - many of them doubleheaders - operating to the far corners of the Reading system; Gettysburg, Shamokin, Hershey even Baltimore to Washington with streamlined equipment ! Hundreds of run pasts thru mountain and meadow from the first green of Spring to the last blaze of Autumn. One Hour $39.95
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endar is a change of pace, being more compact than most in an 8"×12" foldout format containing 13 vintage and contemporary black & white views from the Salamanca, N.Y., area. Included are a B&O passenger train with a 4-6-2, the *Erie Limited*, a BR&P four-wheel caboose and crew, the Cattaraugus depot in 1909, a BR&P 2-8-8-2 in 1918, Erie's Bradford depot, an Erie steam crane and idler car, the last scheduled B&O passenger train between East Salamanca and Rochester, Erie's WC Tower at West Salamanca, BR&P 2-8-0 143, a derailment at the Brockwayville depot, a B&O snowplow, a B&O work train in 1948 and the New York & Lake Erie's C425 lettered "Contrack" for the movie "Planes, Trains and Automobiles." The date blocks are ample, and a year-at-a-glance 1989 calendar appears on the back cover. The reproduction is good. It sells for $3.50 postpaid from the Salamanca Rail Museum Association, 170 Main Street, Salamanca, NY 14779; 716/945-3133.

Audio Tape Reviews

In addition to their well-known videotapes, Green Frog Productions offers a series of audio tapes of various railroad subjects around the country. Their recording and duplication equipment is of professional quality, and the tapes exhibit good microphone placement. The cassettes are good quality, and the sound is clear with mininal background noise. Green Frog offers a variety of noise reduction systems, if desired. Each cassette comes with a detailed list of its contents. Prices vary, but add 90¢ to each tape for postage & handling. They can be ordered from Green Frog Productions, 950 Bream Court, Marietta, GA 30068.

"Thundering Narrow Gauge" was taped on the Cumbres & Toltec Scenic Railroad and at the Colorado Railroad Museum during the 1986 Narrow Gauge Convention. Although predominantly featuring the C&TS with single and doubleheaded 2-8-2s making many runbys with long trains on heavy grades, there are sequences with CRM's 2-8-0 346 and Galloping Goose. This tape runs 38 minutes and is available with Dolby B, Dolby C and DBX noise reduction systems selling for $10.95, $11.95 and $12.95 respectively.

"The New Georgia Railroad" features the former Savannah & Atlanta 4-6-2 750 and their flashy E-unit on runs around the 18-mile Atlanta excursion loop. Recorded over a three month period, the train reaches speeds of 60 m.p.h., usually with the Pacific and E8 on opposite ends of the same train. There is a lot of action on a 20-minute cassette. It is available in Dolby B, Dolby C and DBX noise reduction systems at $8.95, $10.95 and $11.95 respectively.

"Diesels '86, Volume 1 and Volume 2" are a two-tape set from Green Frog featuring today's diesels, including SW1500s, U-boats and SD40-2s in many-unit lash-ups on lengthy freight trains. There are also Amtrak F40s. Most were taped in the Midwest and South. Each stereo tape is 20 minutes in length, and offers Dolby B at $8.95 and DBX noise reduction at $10.95.

"Steam and Diesel Sounds of the '50s" was Green Frog's first release in the audio field. This cassette is a collection of vintage recordings that feature Nickel Plate Berkshires in regular freight service and "Bluebird" PAs on passenger. Also included are Michigan Central F3s and F7s and a Baldwin switcher, the *20th Century Limited* at 90 m.p.h., a

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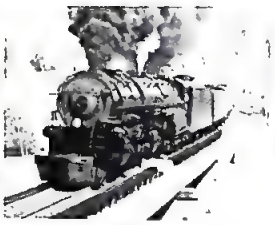

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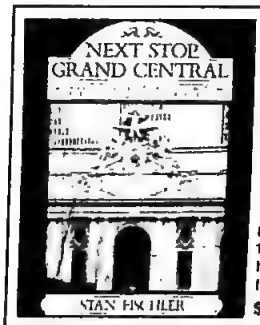

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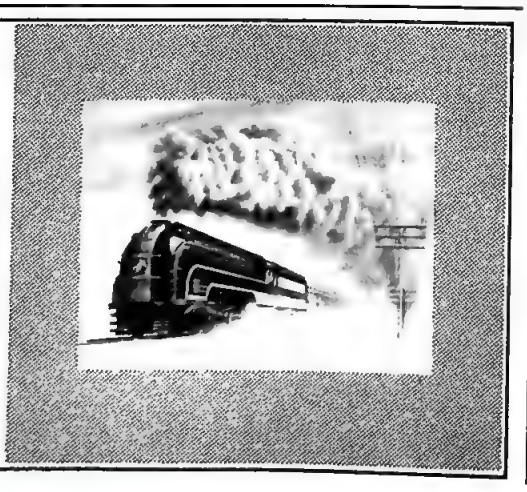


Pennsy F7 and more. The recordings are good quality for their time with minimal background noise. This little gem runs 20 minutes and sells for $8.95.

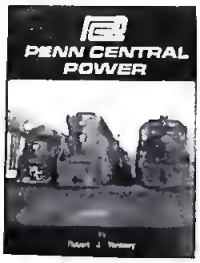
Traction Publications **by Joe L. Diaz**

THE NEWARK CITY SUBWAY LINES, by John Harrington Riley, is a 254-page 8½"×11" softcover that covers in great detail the history and operation of the Public Service Coordinated Transport Company's streetcar lines in Newark, New Jersey. These lines were eventually known as the Newark City Subway, and the remaining route is now operated with PCC cars by N.J. Transit.

The author has a lifetime interest in the Public Service trolley routes in the Newark area. He observed the operation for many years, mapping and photographing the cars extensively. Additionally, he provides the reader with a brief but very interesting history of Public Service from horse car days through the complicated maze of consolidations and extensions of the 1920s, on up to present day operation. Included are the Public Service terminals and the Cedar Street subway. In addition to displaying the photographs of other traction fans, the author photographed the cars in operation from the early 1930s on. There are over 200 photographs presented herein. Some are of outstanding interest. Unfortunately, many originals and postcards did not reproduce well. The author's interest in detail has resulted in 75 pages of maps. While they are not professionally drawn, they are outstanding in their detail. Allowing for the individual style, there is a feast for the map lover here.

Despite the book's shortcomings, this is an impressive and important work. Very little information about the Public Service Railways of New Jersey has previously been available. It is $24.95 from John H. Riley, 14 Scenic Drive, Oak Ridge, NJ 07438.

Book Reviews



Penn Central Power, by Robert J. Yanosey, published by Morning Sun books, Inc., 11 Sussex Court, Edison, NJ 08820. 250 8¾"×11" pages, hardcover, $45.00.

The Penn Central, for those fortunate enough not to remember, was the merger of two ailing Eastern giants: the New York Central and the Pennsylvania, who were then forced to include the even sicker New York, New Haven & Hartford. If there was supposed to be strength in unity, for the Penn Central it never appeared. Management squabbles, inside trading and a weakened traffic base all combined to topple both PC management and the railroad itself to

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eventually become the largest component in a still larger system, Conrail, which wiped out virtually every independent railroad in the Northeast. While the Penn Central is not dead (it still exists as a corporation with issued stock trading as PLC), after a rein from February 1968 to April 1976, it is mercifully no longer in the railroad business.

But if one can separate its varied motive power from mismanagement and bankruptcy, Penn Central was a fascinating operation, even if the paint scheme was was a wretched black as bankrupt in spirit as the railroad was bankrupt in fact—with a logo that was said to look like two worms mating.

Here, however, under a tattered banner could be found not only EMDs, GEs and Alcos, but Baldwins, FMs, Limas and all sorts of electrics in a variety of shapes, sizes and horsepower. There were cabs, boosters, old, new and one-of-a-kind oddities from GE 44-tonners to SD45s and GG1s. Some were re-engined, some were produced in seemingly endless quantities in all sorts of variations and . . . what's this—a Penn Central HH660? I know all these things because I now own a copy of *Penn Central Power*.

This is a nicely done roster book, although there are plenty action scenes to put the power into context. The photo reproduction is clean, and the author has found representative views of practically everything on the roster. No one is going to claim this is creative photography, but it doesn't have to be. Illustration, not entertainment, is the point here, and it works well.

There is an overall PC roster that includes a unit-by-unit breakdown of heritage and renumbering right down to detailed notes on which units got the "red P" logos. There is also a nicely done color section with a good representative sampling of PC and predecessor liveries as well as some of the more unusual variations like the PC-ized Rio Grande F-units and the blue and yellow FL9s—and how different might have been our perception of the PC had they adopted the handsome jade green, black and white livery of the Despatch Shops SW8. The only things missing are color samples of pristine PRR and NYC E-units or any clean New Haven unit.

If your roster notes weren't as good as you thought they were and you have negatives and transparencies of all sorts of Penn Central units (as do I) and you could never really find out who owned them originally, or how many the PC owned, this reference will go a long way in answering your questions—
DAVID C. LUSTIG.

Videos

New Arrivals

The February 1988 "New Arrivals" featured a release from Rail Innovations (44 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2) titled *At the Throttle—CN Extra 6060 West*. We have since learned that $10.00 from the sale of each tape will be donated to the Rocky Mountain Rail Society toward operation of the CN "Bullet-Nosed Betty" 4-8-2 6060. The tape runs 40 minutes and sells for $39.95. That's better than 25%. Charitable actions such as this can go a long way toward the restoration of equipment and can only work with the support the viewers. We're looking forward to seeing 6060 under steam again soon.

WB Video Productions, 6447 South Heritage Place West, Englewood, CO 80111, has several releases of note. **"Rio Grande's Ski Special** is a good documentary of the Rio Grande Ski Train operation to the Winter Park Ski resort with F-units and other D&RGW freight units pulling the ex-NP heavyweight cars (replaced this year with ex-CN/VIA *Tempo* equipment). There are lots of runbys and scenic vistas of the Ski Train in the snowy Rockies. This production was transferred from movie footage with live sound. 28 minutes, $34.95 plus $2.50 shipping & handling.

"The Fifties Express" by WB Video features vintage color footage of steam, first generation diesel and electrics from 15 different railroads including the B&O, Pennsylvania, N&W, CV, NKP, WM, Virginian, B&M, Edaville, New Haven, DM&IR, NP, Milwaukee, CPR and CNR from the Irving E. August 16mm film collection. It includes narration and added sound. 52 minutes, $49.95 plus $2.50 shipping & handling.

"Excursion Into The Thirties", by WB Video is a nostalgic tour into the Colorado narrow gauge railroads in color with sound from the Richard B. and James R. Jackson film collection. The scenes were shot between 1937 and 1941 and feature footage of the C&S, D&RGW and Rio Grande Southern. Featured are freights in the Clear Creek Canyon, along Forks Creek, the San Miguel River, the Dallas Divide, Lizard Head Pass and much, much more. Due to the film's age, the transfer is not as good as new film, but the content is extraordinary. The films are in color, with sound added where needed. 52

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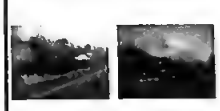

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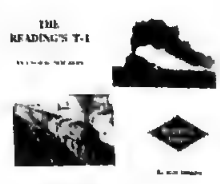

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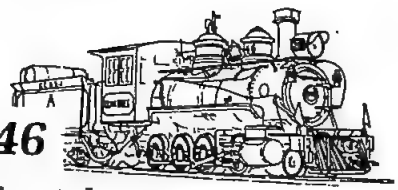

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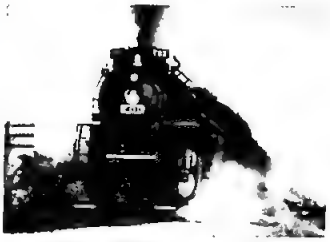

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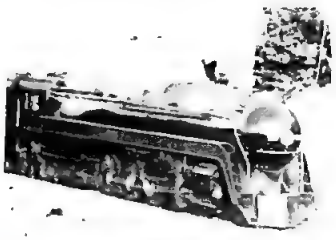

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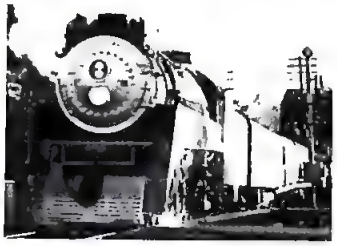

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"Articulateds '87" by Mark 1 Video Productions, P.O. Box 404, New Milford, NJ 07646, looks at the first year since the end of the steam era that two standard gauge, main line articulateds ran on American rails: UP 4-6-6-4 3985 and N&W 2-6-6-4 1218. The two are compared and then illustrated in footage of both locomotives during their respective 1987 seasons, including NRHS Convention footage of the 1218. This tape documents the historic 1987 articulated action. 60 minutes $44.95.

"Steam in the '50s" by Green Frog Productions, 950 Bream Court, Marietta, GA 30067, is a collection of vintage steam footage from the middle to late 1950s shot in 16mm by G.V. "Jerry" Carson. This production is 92% in color and features footage from eleven different railroads including the NYC, Pennsylvania, C&NW, Erie, MP, C&IM, NP, GTW, B&O, N&W and Rock Island. The transfer was done with a Flying Spot Scanner and computer graphics. Narration and synchronized sound have been added. 41 minutes, $54.95.

Feature Reviews

"Union Pacific 8444—1987" by Pentrex, P.O. Box 94911, Pasadena, CA 91109. VHS or Beta, 60 minutes, $29.95 (Cal. res. add 6.5% tax).

"Cajon Pass—Tehachapi Loop" also by Pentrex, VHS or Beta, 90 minutes, $50.00.

Three enduring subjects of Western railroading have been captured on two new videotapes by Pentrex. "Cajon-and-Tehachapi" are almost one word for railfans visiting Southern California, and they are combined into one 90-minute video experience in "Cajon Pass—Tehachapi Loop." And with the speed of a network news crew, Pentrex has put together an excellent one-hour look at the Union Pacific's 4-8-4 8444 in her new gray livery, going from shooting to production in what must be record time.

"Union Pacific 8444—1987" records the 1987 debut and first railfan excursion of 8444 in her *Overland* gray livery. Painted during the summer of 1987, the FEF-3 Northern made her first public appearance on September 22 with a round trip from Cheyenne, Wyoming, to the "River City Roundup" in Omaha, Nebraska. Less than two weeks later, on October 3, she headed an excursion from Denver to Laramie and return for the Intermountain Chapter NRHS. The veteran 4-8-4, which has been overshadowed somewhat in recent years by Challenger 3985, stepped back to center stage and was an instant hit with the railfans.

Under skies so intensely blue it almost makes your eyes hurt, the 8444 was able to show off her new paint in grand style en route to Omaha pulling a short freight consist between Cheyenne and North Platte, where the freight was swapped for the UP's passenger equipment for the rest of the trip to Omaha. The action is truly spectacular with lots of 70 m.p.h. pacing and runbys. Only water and servicing stops permitted the video crew to keep with the train; numerous meets with diesel freights take place during the stops, and each generally yields a fine start-up with the 4-8-4.

The Denver trip begins with the deadhead move down from Cheyenne and then goes onboard for the Saturday run to Laramie—which, as any seasoned railfan knows, is *the* way to see a UP fantrip, with its numerous photo runbys on the Harriman line. The UP puts on its usual great show, and the program ends watching the gray 4-8-4 perform its last runby under a golden setting sun. Considering that the 8444 has made only two public appearances in gray, Pentrex has presented a great variety of angles and images, all nicely executed. And that $29.00 price tag for a one-hour tape is an excellent value.

"Cajon Pass—Tehachapi Loop" is a documentary look at Southern California's two most famous rail landmarks. You quickly discover why they are so famous, with intense traffic, heavy grades, sharp curves and long trains. The program is broken down into geographic "chapters" making it easier to follow. Also supplied is a 17½"×22½" map of Cajon and Tehachapi drawn by John Signor

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Transit Currents

Sacramento opens

Sacramento's Second Opening

The RT Metro light rail system added the Folsom Corridor to its operation in California's capital city with festivities on September 5 and 6, 1987. With Congressman Dick Fazio as the keynote speaker, the 8.95-mile Folsom Corridor trolley line was opened with appropriate huzzahs. The new line, which carried 52,000 during its one-and-a-half days of free rides, is the eastern extension of a V-shaped light rail line (the "V" lies on its right side) that is connected through downtown Sacramento at the California State House. The new route has two elevated sections above the Southern Pacific and Union Pacific tracks. According to Tom Savio, who sent the information, the 7% grades and reverse curve in getting over the tracks make it an interesting ride.

Savio notes the area the Folsom Corridor traverses is populated with residential sites, industrial plants and government buildings that are served directly. It is expected that ridership on the new line should be a bit higher than on the initially-opened Watt/I-80 line.

Congratulations to Sacramento. They built a light rail line in record time and at modest cost. May all their operating problems be solved and may ridership climb. For information, including maps and schedules, please write to the Information Office, Regional Transit, 1400 29th Street, Sacramento, CA 95816. The telephone is 916/321-BUSS.

Chicago station problems

Severe deterioration in the steel work supporting the two side platforms has caused the CTA to close the 40th and Indiana station on the south side of Chicago. This is only the latest, and perhaps most apparent, example of the $3 billion in capital replenishment necessary to put the Chicago elevated railway system in first rate condition. The platforms were to be dismantled beginning on November 2, 1987, to prevent the structures from collapsing onto the right-of-way. Whether or not the station will be rebuilt depends upon the results of studies to be conducted by the CTA on ridership.

That's not the only station problem in Chicago. There is pressure from private developers to remove what's left of LaSalle Street Station. The Rock Island terminal building at LaSalle Street Station which was directly connected by walkways to the Van Buren Street portion of the downtown elevated loop, was torn down some years ago. The developers now want to remove the tracks, which are set some distance back from Van Buren Street, and which bisect 150 vacant acres between Roosevelt Road and the Chicago Board of Trade at Van Buren Street. The developers want the land for office, retail, residential and industrial development. If the rump station is discontinued, the Rock Island suburban trains operated by Metra would shift over to Union Station. It is estimated that is would cost $81 million to consolidate Rock Island suburban operations with other operations at Union Station; $182 million has been budgeted by Metra for improvements to the current station.

There is concern that Union Station is already overcrowded and that the Rock Island service will not be able to maintain its very high level of on-time performance if it has to share tracks and coordinate schedules with Amtrak, Burlington, N&W and ICG (GM&O) commuter trains, Conrail freights and the ICG freight crossing at the St. Charles Air Line. Rock Island riders are complaining about the whole matter. For its part, Metra is cool to the idea, which would involve rerouting the Rock Island trains onto the former Pennsy main line at 63rd Street, the former Englewood Union Station site, for the ride to Union Station.

Mass transportation riders in New Jersey are having a somewhat happier time. The renovated New Brunswick Station on the Northeast Corridor line was opened in August. The N.J. Transit Broad Street (DL&W) rail station in Newark is now also served by a transfer station which includes bus shelters, benches, new sidewalks and lighting so that passengers may transfer conveniently between the Morris & Essex lines to a dozen bus routes that operate in the Newark and Essex County area. Enhancing the security of the station is the addition of Transit police headquarters in the building.

Calgary opens new line

There was a five-man Dixieland band playing on the train as Mayor Ralph Klein of Calgary, Alberta, opened the controller and the C-Train rolled along the new Northwest Rail

BY GEORGE M. SMERK

Folsom Corridor

Line in the opening ceremonies on September 4, 1987. Speeches, colored balloons and a general feeling of excitement preceded the inaugural train, which stopped at each of the five new stations: Sunnyside, SAIT/Alberta College of Art/Jubilee, Lions Park, Banff Trail and University. The new extension of the light rail system serves a cluster of schools, including the University of Calgary, Southern Alberta Institute of Technology and Jubilee Auditorium. The new line also serves Canada Olympic Park and McMahon Stadium, site of the 1988 Winter Olympic events.

This is a good news opening in many ways. The northwest leg of the Calgary rail system, not scheduled to open until December 1987, was in service on the Labor Day weekend. The 5.4 kilometer extension was supposed to cost $107 million (Canadian) but came in under estimate at $104 million. The government of Alberta, under its urban transportation program, put up $77 million for the new line. Eventually the line is to be extended beyond the temporary terminal at University of Calgary to Nosehill Drive.

During peak periods the line extension will require five trains of three cars each. From the origin point in downtown to University Station, the running time is 35 minutes at the peak and 32 minutes off-peak. It is estimated that about 23,000 passengers a day will use the line. This is based on the 107,028 population of the northwest section of Calgary, and the estimated enrollments of SAIT (7000) and the University of Calgary (18,000). The inauguration of the northwest line permits Calgarians to move in a fast and convenient fashion from Anderson Station at the south end of the south line to the University of Calgary in the northwest. The ride is direct with no transfer required. As is true with most light rail or heavy rail lines, there is an extensive feeder bus service designed to bring people to the stations.

As noted above, the impetus behind the early completion of the line was the 1988 Winter Olympics. When the Olympics are in session, the trains from the Northwest Line will travel straight through to Stampede Station where a second platform will be built to accommodate the trains; downtown transfers—typical for the rest of the year—will not be needed.

As is the case with so many transit systems in Canada, the public generally approves the job done. About 65,000,000 people a year now ride the light rail system. Of the 83,000 downtown Calgary workers, about 40% get there on transit. Thanks to Ira Andersen and George O'Neill, who sent a great deal of information on this new line opening. George writes that he finds the light rail line to be fast and efficient with the cars clean and comfortable. He notes that architecturally the stations are among the most outstanding for LRTs in North America.

Baltimore Metro

The extension of the Baltimore Metro to Owings Mills has apparently had a beneficial impact on traffic in the Baltimore area. In October 1987 the Regional Planning Council noted that rush-hour traffic jams had been eased in the Northwest Corridor because the Metro rapid transit service had lured many commuters out of their automobiles and onto the transit system. The number of automobiles entering downtown during the morning rush hour on eight key streets in the corridor

TWO PHOTOS TOM SAVIO

SACRAMENTO'S RT METRO opened its second route, the Folsom Corridor, with fanfare on September 5-6, 1987. Free "Specials" ferried over 52,000 people during the two-day celebration. Trains are shown on the spectacular elevated "S" curve (left) and at the Butterfield depot (above). See July '87 R&R for a color photo of these cars.

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Transit Currents

served by the Metro had dropped by 15% in the year after the Metro's eight-mile first section opened in November 1983. At the same time, the number of transit riders coming downtown increased by 42%. Average weekday ridership on the Metro rapid transit line has gone up by 7500 to 52,000 daily passengers in the middle of 1987.

There is other good news for commuters and the public in the Baltimore area. MARC, which is Maryland's rail commuter service, will open four new stations between Baltimore and Washington by 1992 and replace two old stations. About 4000 daily commuters use the lines between Camden Station and Penn Station in Baltimore and Union Station in Washington. There are about 3200 daily riders on the MARC service between Washington and Brunswick, Maryland. The line that uses the old Baltimore & Ohio route from Camden Station to Washington will receive new stations at Relay, Annapolis Junction, South Laurel and Greenbelt. The Amtrak line from Penn Station in Baltimore to Washington will be served by a rebuilt Seabrook station, and the Bowie Station will be relocated. Many of the stations will have parking improvements, particularly at Bowie. Thanks to Marion J. Zych, Jr., for the information.

Flashes

September 11, 1987, marked the 15th Anniversary of the opening of the **BAY AREA RAPID TRANSIT DISTRICT**. The service is not carrying as many passengers as had been hoped and is still the subject of much controversy. Those who do nothing are darned and those who try to do something are damned.

Tom McGarry sends news from San Francisco's **BART**. The new family fare plan is attracting extra riders on weekends. Recently installed video screens and maps are providing information on train arrivals and raising the level of public information. The first installation was at the 12th Street BART station in downtown Oakland. Many more should be in place by the time you read this.

Dennis Cavagnaro sends some interesting and exotic news. Japan Airlines was to fly an **OSAKA** tram car to San Francisco in order to dramatize the opening of the new Nikko Hotel in the City by the Bay. To the chagrin of all involved, the car was found to be six inches too wide to fit into the JAL airplane.

The Massachusetts Bay Transportation Authority is reducing commuter rail fares with the aim of establishing a commuter rail fare structure consistent with the distance-based fares in effect on the **MBTA** rapid transit, streetcar and bus lines. Commuter rail stations within a six-mile radius of central Boston will be reduced from a Zone 1 fare of $1.25 per trip to a new fare category of 75¢ per trip.

The Urban Mass Transportation Administration has granted $67.6 million for continued construction of the **SEATTLE**, Washington, bus tunnel. This is part of the total of $151.4 million that UMTA will contribute to the project cost of $395 million. The 1.3-mile tunnel under downtown Seattle will initially be used by dual-powered trolley buses that also contain a diesel engine to power the vehicles when they are not operating under the wires. The tunnel is being designed for eventual shared use with light rail transit.

Six of the original subway cars of the **TORONTO TRANSIT COMMISSION** will get a new lease on life as work cars. These are among the original Toronto subway cars built in 1954 and '55 by the Gloucester Railway Carriage & Wagon Company of England. The cars to be converted are similar in design to the red steel cars, but the six chosen were experimental in nature and built of aluminum. Two cars will be used for garbage removal, two will be rebuilt for rail grinding and two will be converted for use in pulling the existing two-car subway wall-washing unit. The remainder of the Gloucester cars, still going strong, may be sold to South America.

Business is so good in **PITTSBURGH** that Port Authority Transit has had to operate two-car trains on its new light rail system along the line between South Hills Village and downtown Pittsburgh. A new operating scheme is being used. The two-car trains will stop only at the five stations with high platforms south of Dormont and at Station Square before going into the downtown subway. A single car will leave Mount Lebanon immediately behind each two-car train to make all stops starting at Kelton Avenue in Dormont. So far, the trains are used only during the morning rush hour but may be used in the evening rush hour by the time you read this.

Barn 7 at the **ILLINOIS RAILWAY MUSEUM** in Union, Illinois,, is the current home of Sand Springs Railway Car No. 68. This car was originally a Hoosier, having been built for the Cincinnati, Lawrenceburg & Aurora Electric Street Railway Company. It was part of an order of an innovative lightweight design of cars built by the Cincinnati Car Company in the late teens. The success of this design caused Cincinnati Car to develop their famous curved-side, lightweight cars. The Museum (P.O. Box 431, Union, IL 60180) would like additional information or photographs of the car as it rounds out more of the story of this historic vehicle.

The **AMERICAN PLANNING ASSOCIATION** publishes a magazine called *Planning*. The July 1987 edition (Vol. 53, No. 7) contains some interesting articles on railroads and on mass transit. Thanks to Charles Bogart for bringing this to our attention.

The Essex Street subway station in **BOSTON** has a unique piece of artwork which combines static and video components to entertain and bemuse Boston subway riders; starting the four-minute video is achieved by a train entering the station.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

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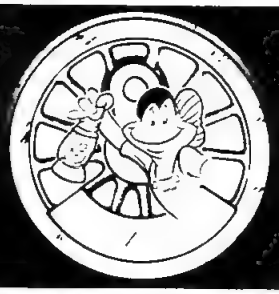

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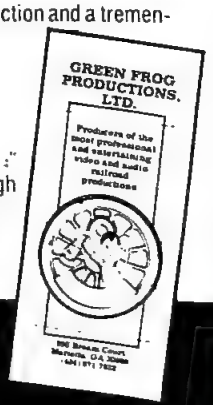

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RIO GRANDE MAY BUY SOUTHERN PACIFIC On December 28, 1987, it was announced that the SFSP Corporation agreed to sell the Southern Pacific Transportation Company to Rio Grande Industries, a subsidiary of Anschutz, Inc., of Denver, Colorado. The purchase price is $1.02 billion in cash, and the Rio Grande will assume $780 million in SP debt. The sale is subject to ICC approval.

The offer is meeting considerable opposition. The Kansas City Southern's competing offer has not been officially disclosed, although a Chicago newspaper reported it at $1.8 billion. It may have been higher in overall value but probably not backed by as much hard cash as the Rio Grande offer. Both KCS and the Railway Labor Executives' Association (which represents the SP employees), opposed the sale and will continue to pursue their bids. The Henley Group presently owns 14.7% in SFSP and also protested the sale, hinting at a proxy battle to take over the AT&SF. It is estimated that the opposition during the regulatory proceedings could delay a D&RGW-SP merger a year or more.

The combination of Southern Pacific and Rio Grande would result in a 15,500 mile system serving 14 states, making it one of the five largest railroads in the country. The deal includes, incidentally, the Cotton Belt with the SP. Samuel R. Freeman, vice president and general counsel for the Rio Grande, feels it would be an end-to-end merger that would "restore the competitive balance" in the central United States.

As for a name for the new merged railroad, how about "Rio Grande Southern?"

SD45s IN THE NORTHEAST Both of the unlikely operators of 20-cylinder power in the Northeast, the Susquehanna and Springfield Terminal, are dressing them up in fresh colors. Guilford's Springfield Terminal (D&H/B&M/MEC) has painted at least five of their 15 former-NS (N&W and SR) SD45s into the "Big G" gray and orange. Meanwhile, the NYS&W, after two years of looking like Burlington Northern East, began repainting and renumbering its fleet of green SD45s starting with the 6362 (ex-BN 6480). The unit was sent to the newly-formed Rome Locomotive Works contract shop in Rome, N.Y., for overhaul and emerged on November 14, 1987, with proper fanfare as NYS&W 3612. To date the only other '45 in yellow had been F45 6370, which has since been renumbered 3638.

All of the NYS&W's serviceable SD45s/F45s will be rotated through the shop, and all the green ones will be repainted. Those units requiring heavy overhaul, wheel or traction motor work will be sent to Rome, while the more "routine" painting will be done at NYS&W's home shop in Little Ferry, N.J.

After several Sea-Land runs, the 3612 was briefly loaned to Guilford in early December. By year's end, the 3614 had been outshopped by Rome and the 3620 repainted at Little Ferry. In its '45 renumbering, the NYS&W is continuing its tradition of using even numbers to denote locomotives with m.u. capability. The total renumbering will be: SD45s 6362(BN 6480)/3612, 6364(BN 6486)/3614, 6366(BN 6489)/3616, 6500/3618, 6503/3620, 6509/3622, 6513/3624, 6361(BN 6514)/3626, 6515/3628, 6521/3630, 6525/3632 and 6542/3634 with F45s 6640/3636 and 6370(BN 6644)/3638. SD45 6360 (BN 6475) is permanently out of service.

GE DEMONSTRATOR The New York, Susquehanna & Western is laying the groundwork to purchase four 4000 h.p. Dash-8 40Bs from General Electric. The red GE B39-8 demonstrator 808 made several test runs on the NYS&W throughout December 1987 (page 2), and the authorization for purchase of the Dash-8 40Bs is awaiting NYS&W Board of Directors approval. The Susquehanna units are presently on GE's production schedule for May 1988 delivery.

As of January 1, 1988, there are no Alcos in service on the NYS&W. The entire fleet is for sale, although the asking price is no give-away. Century 430 3000 is in good shape pending some minor wheel work and may be returned to service. No decision has been made as to whether any other Alcos will be overhauled.

A-B-A F-UNITS Western Railroad Builders of Ogden, Utah, has started operating two former-Union Pacific branch lines in Wyoming: the 24-mile Encampment Branch between Walcott and Saratoga, and the 92-mile Coalmont Branch between Laramie, Wyo., and Walden, Colorado. The new lines will be known as the Wyoming & Colorado Railroad with WYCO reporting marks.

The Encampment Branch extends south off the UP main line at Walcott (96 miles west of Laramie) to Saratoga. The former Saratoga & Encampment Valley Railroad, it is operated with an ex-MP GP38 leased from the UP. The Coalmont Branch is the old Laramie, North Park & Western, which extends west and then south from Laramie and is being operated with an A-B-A set of former Alaska Railroad F-units leased from Mountain Diesel Transportation (Mark Hemphill, Dale Sanders and Tom Carver).

The cab-units are ex-ARR FP7s 1510 and 1512 and F7B 1517 (renumbered 1511). They have been painted with orange carbodies, black roofs and silver trucks. Three black pinstrips run along the front cab windows and down the side similar to the ARR bicentennial scheme. All three are lettered "Mountain Diesel" rather than Wyoming & Colorado. The trio left the Portola Museum on December 10, 1987, and made their first revenue run Saturday December 19. The line hauls coal and lumber for Kerr McGee and Louisiana Pacific, with service on an "as needed" basis.

SUGAR PINE LUMBER No.4 In October 1987 the Wilmington & Western tourist railroad in Delaware operated its ex-Sugar Pine Lumber Company 2-8-2 tank engine for the first time. Wearing number 37 (acquired in an early resale to Pacific Lumber Company), this rare Mikado was the last of four built by Alco between 1923 and 1925 for Sugar Pine Lumber's logging railroad above Bass Lake in southern Sierra Mountains of California. Although the 4 is the only Sugar Pine survivor, Alco built a total of 21 similar tank Mikados for various customers, and five others survive on the West Coast. The 2-8-2Ts are often improperly called "Minarets," a name reserved for Sugar Pine's sole 2-10-2T No.5, very similar in appearance to the 4 but long since scrapped. A sister engine of the Minarets & Western Railroad, operated in conjunction with the Sugar Pine, is also in service in the Northeast as Valley Railroad 2-8-2 No.40 in Essex, Connecticut.

The oil-burning 37 required extensive mechanical work before it could be operated. In April 1987 a tender was added and the W&W markings applied. There are presently nine steam locomotives on W&W property, including CNJ 0-6-0 113, PRR 0-6-0 60 and Mississippi Central 4-4-0 98. Buffalo Creek & Gauley 2-8-0 14, is presently for sale. It is in good shape but does need major mechanical work. Interested parties should contact the railroad for details. The W&W's steam operations run on Sundays from May through October over a portion of the former B&O Landenberg Branch from Greenbank Station, five miles west of Wilmington.

LONG ISLAND 4-6-0 39 Noticeable progress has been made on the LIRR G5 4-6-0 undergoing restoration at Riverhead on eastern Long Island. On December 12, 1987, the Ten-Wheeler was set back on its drivers with appropriate ceremony. The 80-ton locomotive has spent the last few years suspended by steel girders and cribbing on several 60-ton hydraulic jacks.

Considerable work as been done over the last few years. The labor and fund raising is entirely volunteer, though specialized work has been farmed out to sub-contractors. The pilot truck received two new axles, appropriate bearings and an entirely rebuilt brake cylinder and linkage. The No.1 driver's axle is new, and the spring rigging has been rebuilt. The next major phase is to begin restoration of the boiler, cab and tender, working toward an autumn 1988 hydrostatic test of the boiler. The mechanical supervision is being shared by Myron Levitsky, Bill Raynor and John Turkelli (the latter has been gaining experience as a volunteer and fireman on Altoona's K4 1361).

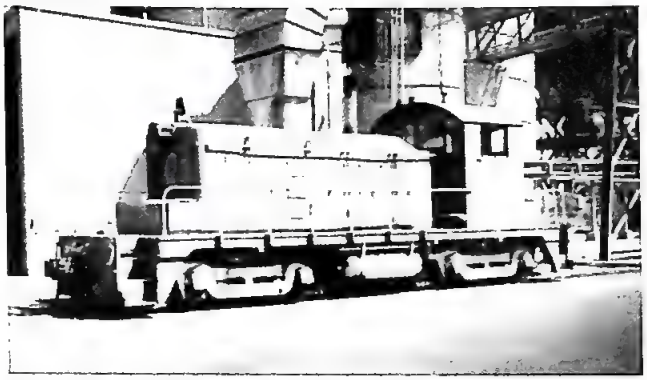
Long range plans are for excursions with the 39 and to establish a Railroad Museum of Long Island. The 39 was built in 1929 by the PRR for use on its subsidiary LIRR. It was retired with ceremonies in 1955 at Hicksville, marking the end of regular steam on the LIRR, and was placed on display at the Stony Brook Museum for several years before being trucked to Riverhead for restoration. Its management is governed by the non-profit Steam Locomotive 39 Fund, Inc.

WP's FIRST DIESEL The Corn Products Company's Stockton, California, plant has donated its SW1 No.1 to the Feather River Rail Society in Portola. The locomotive was the Western Pacific's first

LYNN NYSTROM

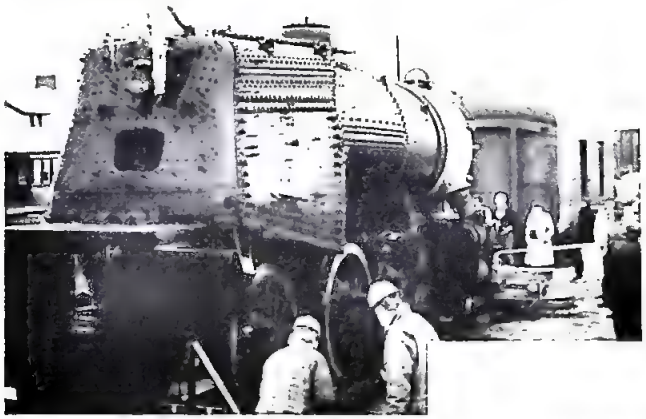
A-B-A F-UNITS now work on the former-UP Coalmont Branch for the new Wyoming & Colorado Railroad. The former-Alaska Railroad FP7/F7B/FP7 set was at Laramie, Wyo., on December 12, 1987, in orange with black lettering for lessor "Mountain Diesel" Transportation.

NORMAN HOLMES



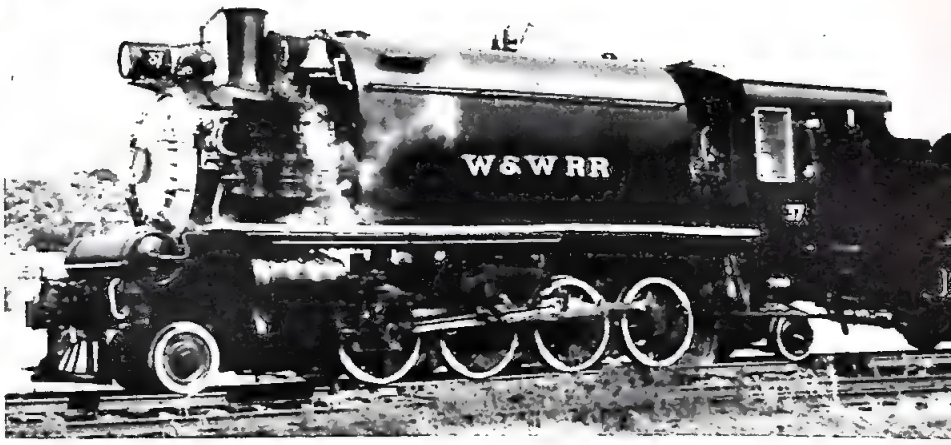
WP's FIRST DIESEL, SW1 501, donated to the Feather River Museum, was at Corn Products in Stockton, California, in April 1987.

LES GEORGE & DOMINICK BONANNO



LONG ISLAND 4-6-0 39 was lowered onto its drivers during a ceremony on December 12, 1987, at the Riverhead, L.I., restoration site. Next comes the boiler work, with the goal of a hydrostatic test by autumn 1988. With the cab off, the shape of the Belpaire firebox is clearly visible.

STEVE PANOPOULOS



SUGAR PINE LUMBER No.4 was operated for the first time as Wilmington & Western No.37 in 1987. The refugee from California, a 1924 Alco 2-8-2T with a tender added, is shown at Hockessin, Delaware, on October 17. The W&W operates tourist service on Sundays May through October.

diesel, number 501, (builder's number 906, built in August 1939 as EMC demonstrator 906 and delivered to the WP on September 26, 1939). Plans are to restore the unit to as-delivered black with the feather herald on the cab. The SW1 should be on museum property by spring 1988, bringing the FRRS collection total to 26 locomotives. Corn Products replaced the SW1 with CF7 2598, already at work in Santa Fe dress.

SPRINGFIELD TERMINAL STRIKE If Guilford watchers needed confirmation of their suspicions that the road's labor problems weren't over, they got it on November 12, 1987, when the branch of the United Transportation Union that represents about 1200 Springfield Terminal employees called a walkout. The issue, publicly, was on-the-job safety in the wake of an accident which had occurred three days earlier in Lawrence, Mass. A veteran freight conductor was crushed to death after he allegedly instructed his newly-trained engineer to "chase" an errant car. The impact knocked the conductor under the moving equipment.

The accident could not have come at a worse time. UTU officials had been vigorously complaining to Guilford management that, in their opinion, safety was being jeopardized by the large numbers of newly-hired operating personnel who had little on-the-job training and by substandard plant and equipment.

In an atmosphere of more cordial labor relations, business would undoubtedly have gone on as usual while the accident was investigated. But for UTU officials, who some say have been privately concerned about GTI's Springfield Terminal "concept" spreading to other railroads, the incident was just the ammunition they needed. "It really isn't a strike. It's a walkout," said Eugene Lyden, vice president of the UTU. "We felt we had no choice but to remove people from jobs where they are in jeopardy of losing life and limb." As of mid-December, the accident was still being investigated.

The issue goes deeper. This writer believes this latest job action is neither strike nor walkout, but an honest-to-gosh revolt. The incident at Lawrence happened to be the catalyst, but it could have been anything. By early December, picket lines, by all reports, had dwin-

dled and in some cases disappeared; a few ST workers, especially recent hires, were back to work. To a large degree, however, employees just stayed away while Guilford advertised for replacements. The company decreed that those who wanted to return would be treated like new employees and would forfeit accumulated seniority. A court challenge is nearly certain.

As the walkout dragged on, the union continued to allege that Guilford's equipment and facilities were unsafe. A runaway on the morning of November 16, 1987, when six unmanned locomotives got away with their two-man crew literally yards away buying candy at a trackside drugstore in Gardner, Mass., seemed to confirm the union's charges. Dispatchers at Billerica, to their credit, were able to route the units into a string of flatcars on a siding in a wooded area south of the East Deerfield, Mass., yard, away from buildings and hazardous materials. They had run 30 miles at speeds of up to 60 m.p.h. No one was injured.

After the incident, Guilford spokesman F. Colin Pease hastily remarked, "We still think someone let them go. We're convinced it was not an accident. We don't have any doubt in our mind."

Pease's remarks were published in both Boston newspapers. Later, the company said it had "no comment." Thus far, FBI and FRA investigations performed at Guilford's request have been inconclusive.

Another incident occurred December 10 on the B&M in North Adams, Mass., when an iron bar placed along the tracks punctured a fuel tank. Again, the railroad blamed the union. Security at most points on the system, however, is minimal at best, and the incident could easily have been vandalism, plain and simple. At East Deerfield, three power transformers were shot out by rifle fire. The *Portland Press Herald* of Maine reported the derailment of the last car of an ST train in Fairfield, Me., which gouged ties and destroyed a $12,000 switch machine. Again, Guilford guessed that disgruntled employees might have been responsible, and again, the union took issue.

In early December, the FRA "tagged" 111 Guilford locomotives for violations ranging from worn armrests and windshield wipers to more serious items like defective brake shoes (eleven instances) and 21 cases of oil accumulation which could result in a fire. Adding insult to injury, the sidelining came on top of an existing motive power bad order ratio as high as 40%. Pease commented that presently about 150 locomotives are running, roughly adequate for this normally slow time of year. Apparently GTI has found it more expedient to buy serviceable used power than to repair its existing fleet. Afterward, the FRA issued a preliminary assessment of its overall findings. Administrator John H. Riley found some merit on both sides. In a letter to both the union and the company, Riley said 300 on-site inspections over a ten-day period showed that, contrary to union charges, dispatchers were adequately qualified and that locomotive inspection records had not been destroyed. Riley also praised Guilford's engineer training program, which includes time on a simulator. "We are concerned, however, about the qualifications of certain engineers who were hired during the past year," Riley wrote in his seven-page letter. Riley expressed concern that new hires were being pressed into service too soon, and Guilford agreed to an FRA-designed safety program that includes on-the-job training, physical examinations and drug screening.

Citing an incident in Lowell, Mass., in which 75 air hoses were cut and bear traps were placed on a railroad bridge in East Deerfield, the FRA criticized what it termed "a pattern of violence" against the railroad that endangered operations, employees "and members of the public who are unfortunate enough to be near railroad property when one of these incidents occurs." Riley said he had no hard evidence linking these and other occurrences to union members, but commented that "one would need tunnel vision not to notice that this rash of incidents occurred immediately upon commencement of the work stoppage." Michael Maloof, UTU chairman, said he hadn't seen evidence that some of these events had even occurred, even though in some cases there were eyewitnesses.

Ironically, Guilford issued a new systemwide operating directive shortly before the strike, which reportedly stressed train handling safety. The company has also attracted some seasoned railroaders from other carriers.

A series of legal charges and countercharges has been filed by Guilford against UTU officials and by UTU officials against Guilford, all stemming from incidents and published remarks that have occurred since the beginning of the strike. This activity surely clouds prospects for an amicably negotiated settlement.

Meanwhile, there has been interesting D&H news. After initially resisting, the New York DOT dropped its objections to Guilford's plans to lease the D&H to Springfield Terminal (ST hasn't, and won't, "purchase" it as stated in the January '88 R&R). The D&H's craft unions, fearing loss of jobs and reassignments, petitioned the ICC to investigate the matter, and the ICC issued a stay order on October 26 pending its investigations. In response, Guilford has petitioned the ICC to to vacate the stay—which the ICC has denied. As of late December 1987, the D&H employees were not on strike.

The November 2, 1987, issue of *Business Week*, in a story about Santa Fe Southern Pacific, stated that Guilford was a bidder for Espee. The big question in everyone's mind is whether or not Guilford will outlive its labor problems—GREG NAZAROW.

THE FIRST DASH-8 40Cs The Union Pacific is taking delivery of 75 Dash-8 40Cs from General Electric. UP 9100-9174 are the first locomotives to use the new GE model designation. Thirty of the 4000 h.p. rolling microprocessors were due on the property by year end 1987, with the balance delivered by March 1988. UP is also getting 25 EMD SD60s.

SANTA FE "B" UNIT San Bernardino Shop is rebuilding eight SD45-2s into cabless boosters for the AT&SF. The new SD45-2Bs 5510-5517 have been completely remanfactured and rewired. Each had its cab removed and a new high "short hood" added. The first rebuild, 5510, retained its dynamic brake grids in the normal location above the engine, but subsequent units had the brakes moved to the new short hoods, providing easier access to the diesel engine within the long hood and removing the grids from the heat above the exhaust manifolds.

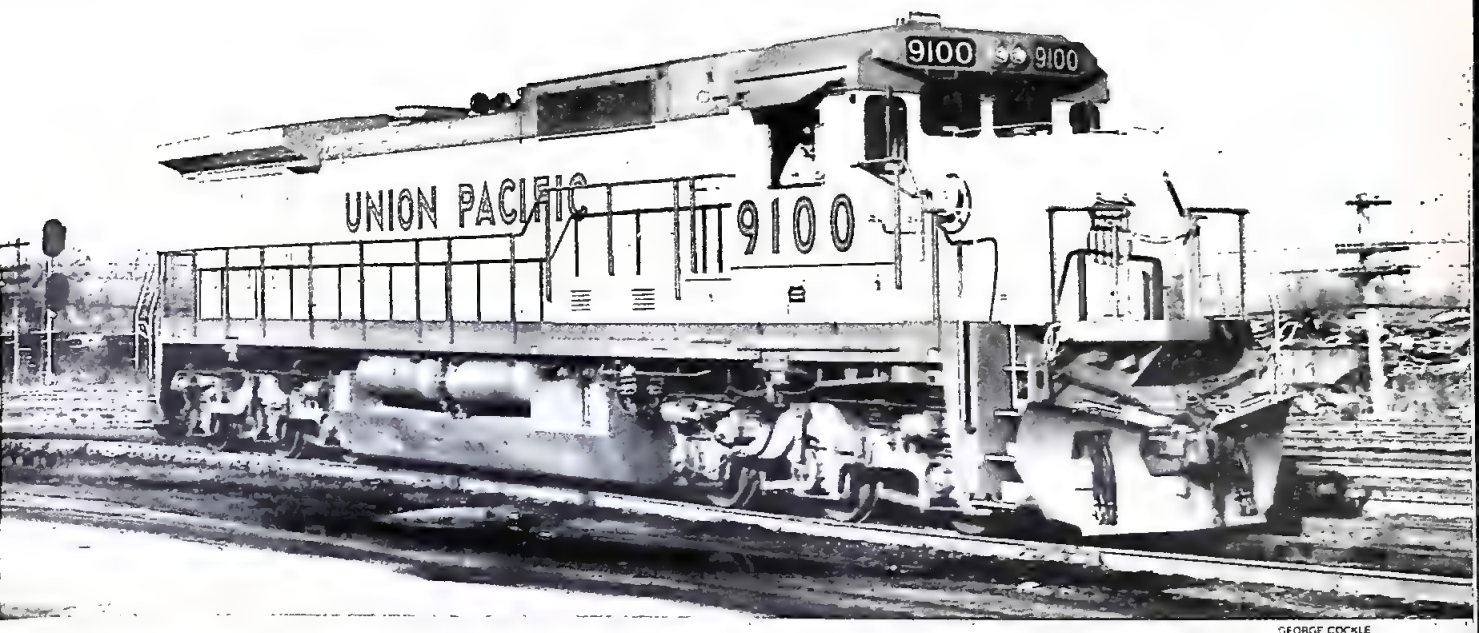
In late 1987 the Soo Line acquired one of the first rebuilt cabless SDs from the Burlington Northern. Soo 6450 is former BN 6302, created from a wrecked SD40, which also has its dynamic brake grids atop a new high short hood.

K&L FEED COMPANY The Central Vermont Railway sold its last Alco S4 switcher, 8081, to the K&L Feed Company located on the CV in Yantic, Connecticut. The 539-powered switcher has been in storage for the last couple of years, though it made an appearance at the Minuteman '86 Convention (November '86 R&R, page 74.) It has been repainted into a smart red and white scheme with black trucks (page 3) and wears the number 1.

PHILADELPHIA'S SEPTA New equipment for the South Eastern Pennsylvania Transportation Authority has been arriving over the last several weeks. In December at least 25 of the 35 passenger cars ordered from Bombardier have arrived along with the first of seven AEM7 electric locomotives from EMD. The AEM7s are numbered 2301-2308 and will be used for push-pull commuter trains on SEPTA's former-PRR and former-Reading electrified lines as well as Amtrak's Northeast Corridor.

Maintenance on the new cars and locomotives will be done by Bombardier at a new facility under construction near Frazer Yard located about 25 miles west of Philly on the former-PRR main line to Harrisburg. Completion of the facility is slated for late spring 1988. Until then SEPTA is leasing part of the coach yard at 30th Street Station for storage of the new equipment. As of the new year, the AEM7s have been testing on all of the electrified lines and probably will not go into any regular assignments until the "time change" in the spring. They are expected to see primarily express service to Downingtown on the PRR Harrisburg line and West Trenton on the Reading as they are not as well suited to stop-and-go local service as m.u.s.

Meanwhile, on SEPTA's ex-P&W Norristown Line, a difference in anti-climbers has caused the "Bullet Cars" to be declared incompatible with the five two-car sets of former Chicago elevated cars. As a result, they cannot run both the CTAs and the Bullets on the same



GEORGE COCKLE

THE FIRST DASH-8 40Cs began arriving on the Union Pacific in December 1987. The 9100 (b/n 45549, built November 1987), the first of a 75-unit order, is shown at Council Bluffs, Iowa, on December 9, 1987. These are also the first GE units to use the new Dash-8 model designation. After the UP delivery will be 30 Dash-8 40Bs for Conrail in the spring of 1988.

SANTA FE RAILWAY

SANTA FE "B" UNIT. Eight SD45-2s are being rebuilt into cabless boosters by the AT&SF San Bernardino Shops and numbered 5510-5517. On all except the 5510, the dynamic brake grids have been moved to the new high short hood, as on 5512 outside the shop in November 1987. All SD45-2B rebuilds should be completed by February 1988. The Santa Fe also has two earlier SD45B rebuilds, 5501 and 5502.

DONALD R. KAPLAN

PHILADELPHIA'S SEPTA has limited the use of the Norristown Line's famous "Bullet Cars" to Sundays-only due to a difference in anti-climber height with the ex-CTA cars which run during the week. Inbound Bullet 203 is shown in better days (August 7, 1986) speeding past County Line Road.

railroad on the same day because of the potential of telescoping in a head-on collision. So the handful of remaining Bullet cars are run only one day a week: Sunday. And on Sundays *only* Bullet cars are permitted on the line. The three old Strafford cars are now considered compatible with the CTAs and run Monday through Friday local service. In spite of decades of service together, however, the Straffords are now considered incompatible with the Bullets. New cars for the Norristown Line are still about two years away, and it is questionable how long the Bullets will be maintained for service only one day a week. Get 'em while you can.

SAN DIEGO PUSH-PULL TRAINS With little fanfare, save for a few articles in the local press, Amtrak officially began operating push-pull trains in late October on the *San Diegans* between Los Angeles and San Diego, California. There are eight *San Diegans* each way on weekdays, and the concept eliminates the time-consuming and expensive turning of trains at San Diego.

Amtrak is currently operating two push-pull trainsets per day, and the lack of publicity may have helped the new-to-Southern-California idea ease into service so well. Initial fears concerned vandals, who have thrown everything from shopping carts to old tires in front of the trains. To test local reaction and work out bugs, a single push-pull train was operated for about two months prior to the official start-up date.

The cab cars are former *Metroliner* control cars adorned with black and yellow safety striping and equipped with a substantial lighting package. Although they retain their heavy *Metroliner* trucks with outside bearings and drop equalizers, they blend in well with the Amcoaches.

Additional cab cars are expected to be sent west as more crews are trained for push-pull operation. Eventually, all trains will be so equipped. It is interesting to note that the *Metroliners* were originally built by Budd for the Pennsylvania Railroad in the 1960s and were America's first true attempt at a "high speed train" (overlooking, of course, 120-m.p.h. EMC E3s of 1939) and were the carbody prototypes of the Amfleet cars—DAVID C. LUSTIG.

by Bruce Kelly

PHOTOGRAPHY BRUCE KELLY

One Day on Cajon Pass

Nighttime on the Mojave Desert's threshold. July 1987. Sleep has not come easily, but I don't blame that on my cramped quarters. With both seats fully reclined, the interior of my Datsun 610 can be a remarkably comfortable place to stretch out and shut the old eyelids. The reasons for my insomnia lurk only a few yards away on either side of the car: the north and south tracks of Santa Fe's 1st Subdivision of the Los Angeles Division. Southern Pacific's Colton Line is close by, too, just beyond the Santa Fe north track.

I'm parked on the flat-topped hill that wedges up between the 1st Subdivision tracks about a mile west of Summit, California, at a point where the south line curves away and drops into a 3.0% descending grade toward Los Angeles. Over the years, sidings and stations at Dell, Big Cut and Gish have disappeared, and several sharp curves have been eliminated, but this steep route through the legendary Cajon Pass (completed by Santa Fe predecessor California Southern in 1885) is still a grueling place to run trains—uphill *or* down. The north track is slightly newer and easier to traverse, laid through the pass in 1913 (double-tracking of the entire route from San Bernardino to Barstow was finished in 1924) on a 2.2% grade threading two short tunnels and winding around a pair of horseshoe curves. The lower curve, probably the most noted location in all of Cajon Pass, is named after Herb Sullivan, who photographed Santa Fe and Union Pacific trains climbing the pass during the first half of this century. Last to build through Cajon, Southern Pacific opened its Palmdale-West Colton Cutoff—now generally called the Colton Line—in 1967. Today, the majority of SP's trains between northern and southern California use this route. Union Pacific has been running through Cajon since 1905 with trackage rights on the Santa Fe.

The condensed traffic of three big railroads operating on three separate tracks over one mountain pass usually adds up to a prosperous day of shooting for the rail photographer. But nighttime can be equally busy. This is when I enjoy kicking back without the cameras and simply watching the trains as they conquer this land of extremes, where maximum throttle and dynamic brake settings are the norm. Once the eastbound *Southwest Chief* has passed, shortly after 10:20 p.m., I settle in for a night of broken slumber. As I said before, the railroads have their high-decibel way of awakening you. On my hilltop roost west of Summit, I'm subject to the audible barrage of fully-throttled locomotives lugging eastbound Santa Fe and Union Pacific tonnage up the final mile of 2.2% the north track and the piercing howl of dynamics as westbounds begin their descent of the south track's 3.0%. (When possible, the dispatcher will route heavier westbounds over the north track which, although two miles longer than the south track, allows an easier ride down the pass.) Around 4:30, the morning procession of eastbounds out of San Bernardino starts hammering up Cajon; I

may as well forget about getting any more sleep. I fire up the Datsun and let the defrosters do their best at clearing the fogged windows. The scanner is picking up brief transmissions between road and helper engineers, who sound as though they're just entering the lower canyons of the pass. My first objective is to drive east toward Lugo, where I'll set up for a sunrise shot of the westbound *Southwest Chief* flying up off the desert. Then I'll gradually make my way west over the pass, shooting whatever trains I can intercept. Hopefully the fog west of Summit will burn off before noon. (It will.)

This is Saturday, July 11, 1987, and during the next 15 hours of daylight I'll record 28 trains on film (not counting the ones that'll get away) plus a few light helper moves. That's par for Cajon Pass. A stash of granola bars and canned fruit plus a couple gallons of ice water will cover all bodily needs for the day, and there's more than enough Ilford XP1 and Kodachrome 64 to go around. My Pentax SLRs can really devour some imagery in a place like this. Well, I hear No.3's F40PHs whining upgrade from Hesperia now, so excuse me while I recheck the exposure and focus on my cameras. Judging by the bright glow spilling down through Summit Valley, this promises to be a sunny, picture-perfect day. Even if that weren't the case, I'd hang around anyway. Rain or shine, there's always something unexpected, something great to photograph, at Cajon.

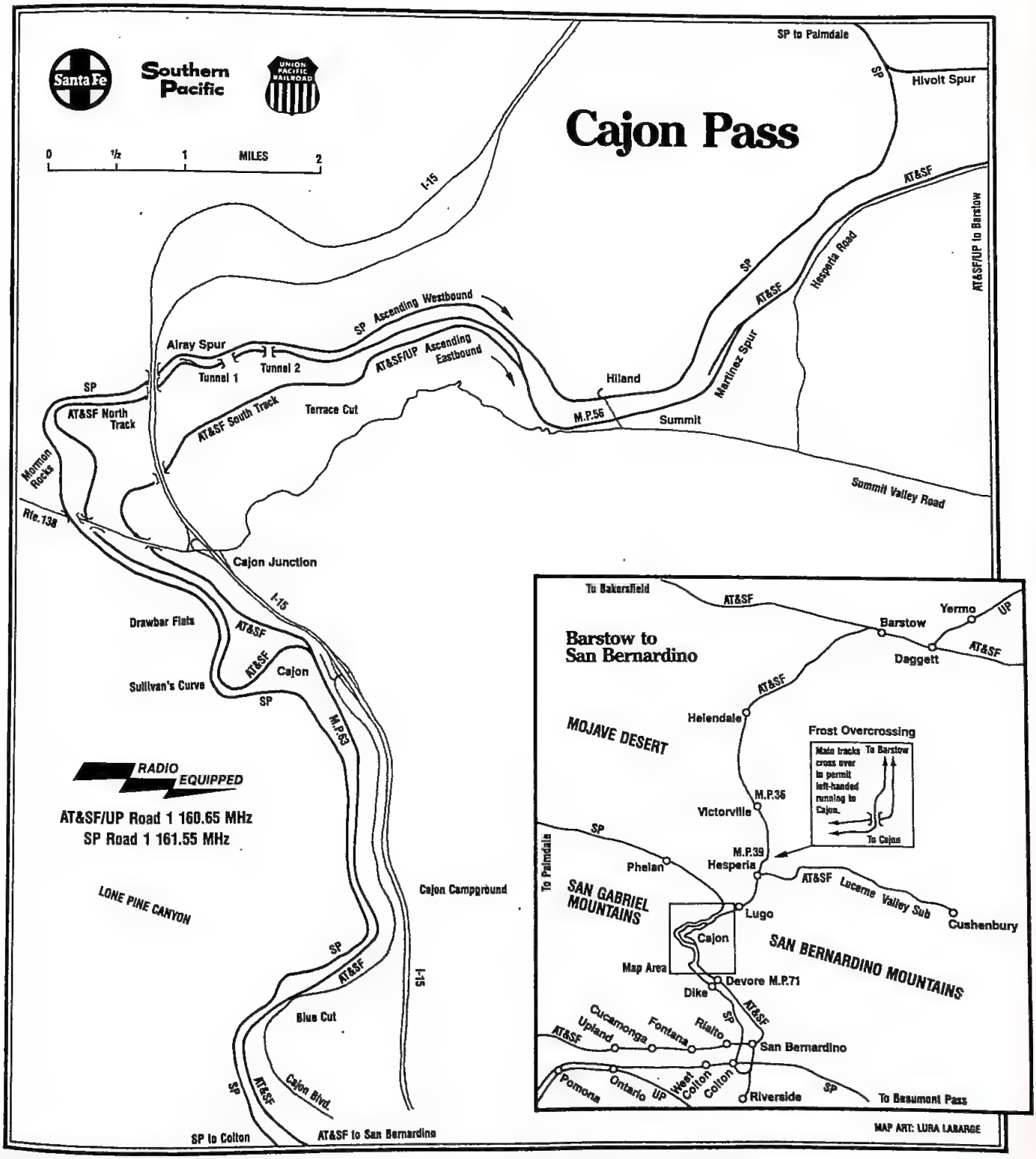
THE DAY BEGINS early, as Amtrak No.3, the westbound *Southwest Chief* (**left**), slams over the crossovers at Lugo at 5:47 a.m. on July 11, 1987. By 6:36, the sun is glinting off the Kodachrome face of C30-7 8159 on the hot Chicago-bound 891 between Lugo and Summit. The morning fog still obscures Summit (**below**) as an SP eastbound behind rebuilt SD40 7341 drops down through East Hiland at 8:24 a.m.

5092
5092

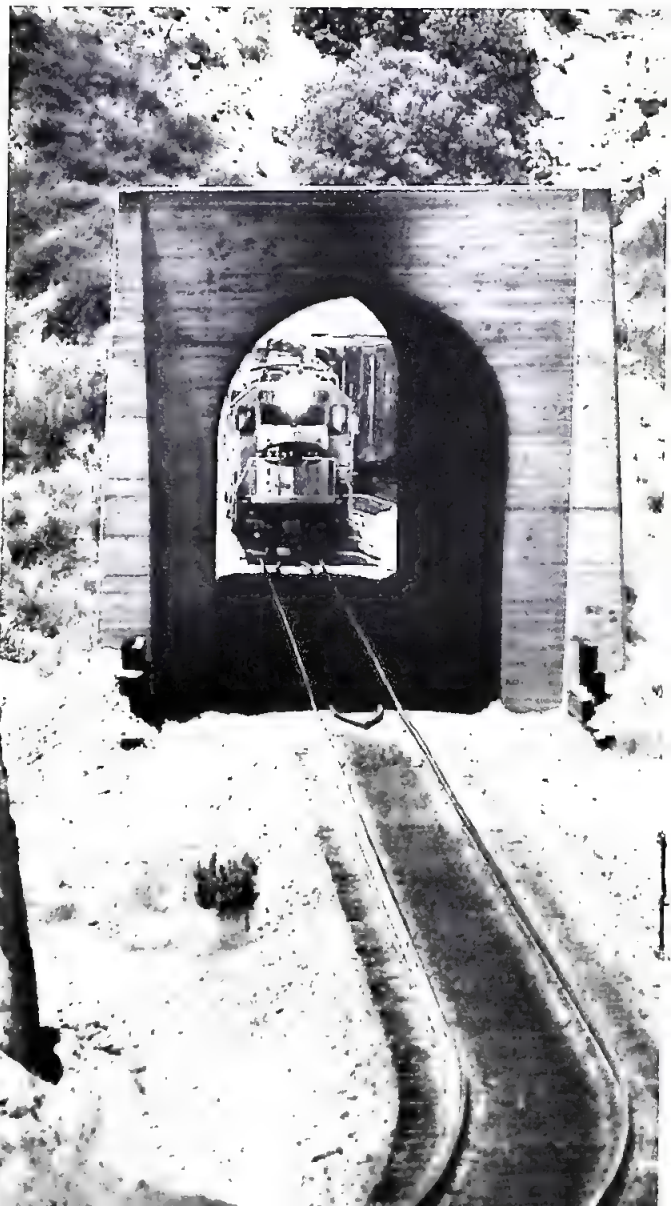
3786
3786

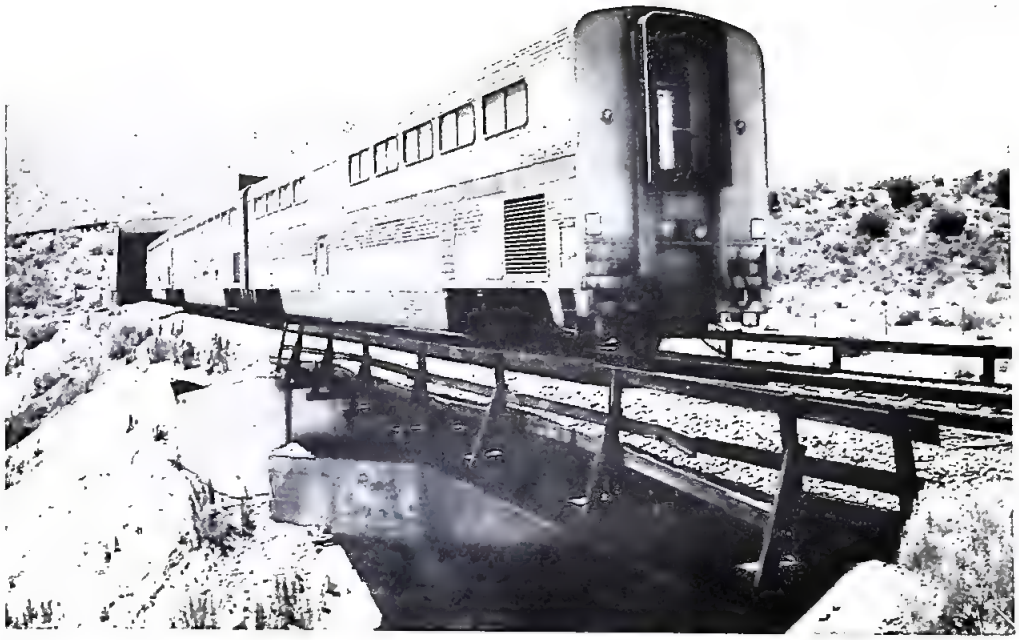
2857
2857

DYNAMIC BRAKES are howling at 8:38 a.m. (top) as Santa Fe SD40-2 5092 snakes through the separation west of Summit on the South Track with Texas-to-L.A. 588; trailing units are F45 5970, SD45 5405 and SDF40-2 5257. The Union Pacific puts in an appearance at 9:05 as SD40-2s 3786 and 3468, C30-7 2461 and a Cotton Belt tunnel motor (left center) lead eastbound stack train LADET over the crest. Behind the UP train into Summit at 9:24 (bottom) is Santa Fe Kodachrome F45 5977 on the 4-828, an L.A.-Barstow general freight. His power consist is the 5977, SDF40-2 5263, SD45-2 5831, C30-7 8148, GP35 2901 and GP30s 2735 and 2767. Helpers GP39-2 3677 and GP35 2857 (inset) cut off at Summit.



ANOTHER L.A.-BARSTOW freight, 2-828, snarled uphill on the North Track at 9:50 past Milepost 57X (right) with SD45 5325, U36Cs 8749/8741 and SD40-2 5103 and a GP39-2/GP35/GP30/GP39-2 pusher set. With three SD45s and a rebuilt SD45T-2, SP 7461 West (below center) rounded the curve above Alray at 11:06. At 11:37, Santa Fe westbound local LLA111 (bottom) dropped down through Terrace Cut with SD40-2 5211, C30-7 8131 and GP35s 2830/2888. Afternoon action began at 12:18 with L.A.-Barstow 1-858 approaching Tunnel 1 (right center) with GP50 3827, SD45 5403 and C30-7s 8015/8152.



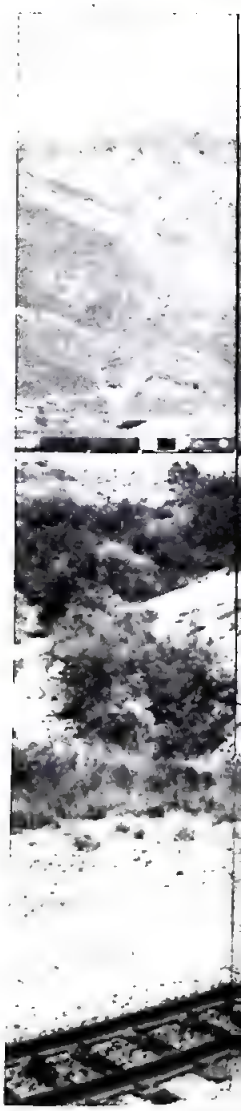


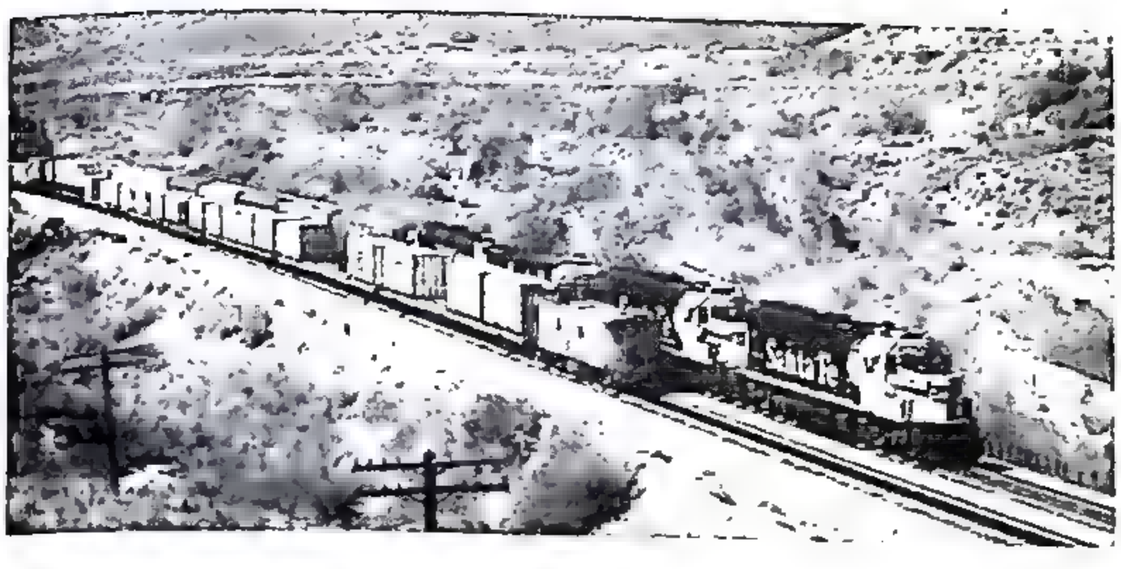
Amtrak's westbound No.35, the *Desert Wind*, is about an hour late at 12:38 p.m. as it drops downhill under Interstate 15 on the South Track. The *Desert Wind* is the L.A. section of the *California Zephyr*, splitting off at Salt Lake City via the UP.

A HOT INTERMODAL out of Chicago for L.A., 2-898 (above) is approaching the Highway 138 underpass on the South Track at 12:50 with Kodachrome SD45-2 5800, C30-7 8072, F45 5975 and SD40-2 5068. Pushers 3677 and 2857 (GP39-2/GP35) are leaning into Chicago-bound intermodal 881 at Milepost 61X near Alray on the North Track (above left) at 1:24 p.m. Road power was two SD45s, an SDF40-2, SD45-2 and a GP40X. Busy with the upbound Santa Fe, we only catch the caboose end of a downbound SP at West Canyon (left) at 1:31 p.m. With action on three tracks, it seems that you will always miss something while railfanning Cajon.

8125
8125
Santa Fe

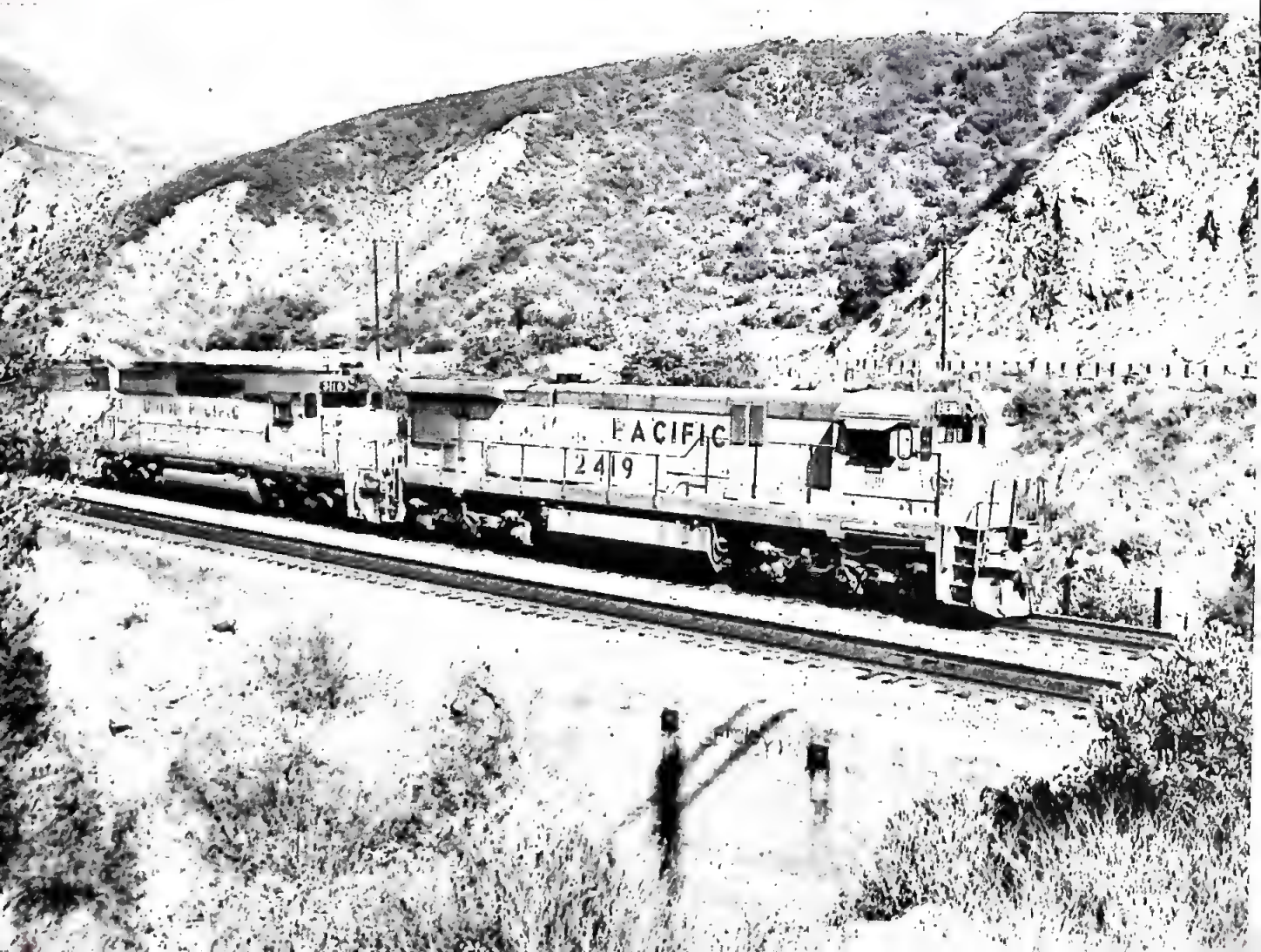
8519
8519

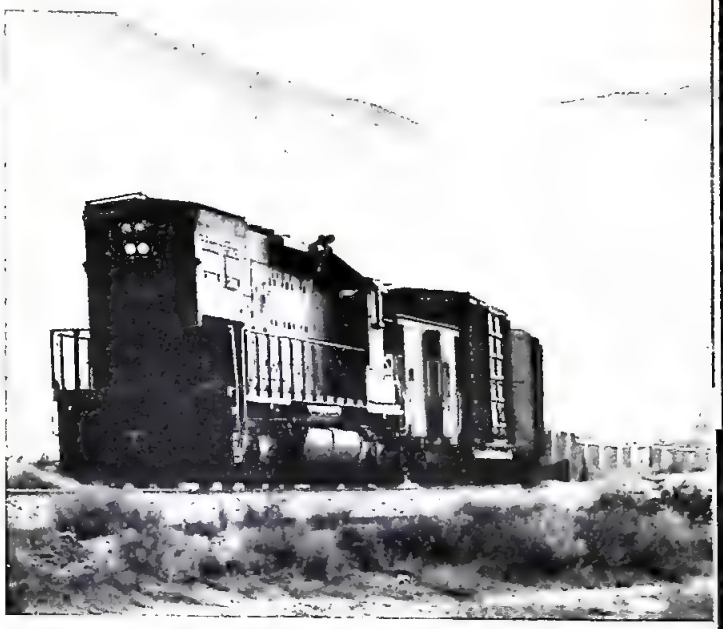




SANTA FE's VLAKC1, with empties for Kansas City, rounded the famous Sullivan's Curve (left) at 1:52 with C30-7 8125, GP50 3816 and BN SD40-2 7912. The "afternoon lull" was broken in an hour with SP 8519 West (below left) working uphill at 2:54 at East Canyon with five EMDs behind an SD40T-2. Back at Sullivan's Curve (below), 2-858 for Barstow was climbing eastward at 3:02 behind GP39-2s 3611/3614, SD45-2s 5863/5834 and GP39-2 3675. Just below Cajon at 3:21 (above), 818 out of Barstow with GP50 3852, GP40X 3809, B36-7 7484 and GP30 2773 met upbound 881 for Chicago. The UP's NPLA8 (right) neared Cajon at 3:58 behind an SD40-2, U30C 2947, SD40-2s 3521/3685 and MP B30-7A 245.

253
253
Amtrak


PACIFIC
2419



AMTRAK'S EASTBOUND No.36, the *Desert Wind*, is headed up the North Track as it clears Cajon at 4:05 p.m., bound for Salt Lake City. A few minutes later, 4:19, Union Pacific westbound symbol LGB-53 glides through Blue Cut (**left**) behind C30-7 2419 and SD40-2s 3116/3276. The UP breaks a late afternoon lull at 5:57 with the eastbound LAPC (**above left**) heading up through Blue Cut with SD40-2 3470, C30-7 2499 and ex-MP SD40-2 3968, plus "SW10" switcher 1231 dead in tow. The light is getting low as the SP sends Extra 9380 West out of Dike at 7:34 p.m. with SD40T-2 8263 (**above right**) pushing behind the caboose. In deep twilight (**below**), Santa Fe VKCLA1 drums downhill through Verdemont at 8:10 p.m. behind SD40 5017, SD45 5313 and SDF40-2 5264. Between dawn and dusk we saw 28 trains (25 of which are shown here) and missed a few. For the 24 hours of July 11, 1987, the Santa Fe dispatcher's sheet shows 19 eastbounds (twelve Santa Fe, five UP and two Amtrak) and 18 westbounds (13 Santa Fe, three UP and two Amtrak. That's about normal for Cajon. ⇐

by John Sistrunk

The Atlanta & St. Andrews Bay

There's more to The Bay Line than a freight in the night.

I can see the humidity. The moisture that made last summer hotter adds a cutting edge to this cold January night. It brings back memories of Montana. The GP39's headlight pierces the 98% humidity haze. A crackle on the scanner is followed by the activation of the locomotive's Gyralite and the surge of diesels. The throttle is notched out, sparks erupt as stacks clear and the five EMDs ease into motion with Train 52. Windows down, I pace the train through the chill, listening to turbo and straight 645s working in conjunction with first generations SDs. Number 52 is quickly rolling along at 50 m.p.h. There are periodic power surges as the engineer pulls through the sags on tall wood bridges. Never more than 50 yards from the track on a four-lane highway, this is one of the best diesel paces I've ever done. Thirty minutes later, a flash of my high-beams draws a wave from the fireman, and the chase concludes. I pull over, turn the car off and listen to the train fade away.

This classic railfanning experience took place on the 80-mile main line of the Atlanta & St. Andrews Bay Railroad, a prosperous regional carrier with exclusive rail access to the industrial Gulf port of Panama City, Florida.

Beginning in 1905

From its inception, the Bay Line's livelihood has depended on the forest products of southern Alabama and the sandy Florida panhandle. Incorporated in 1905, the line headed south from Dothan, Alabama, under the helm of Mr. A.B. Steele, the road's first president, whose goal was to tap the region's vast pine forests. On June 29, 1907, 250 people rode the company's first passenger train into Panama City.

Not long after this, Mr. Steele died, and control of the railroad went to Asa G. Candler, an Atlanta millionaire better known as the creator of Coca-Cola. Payment of debts returned the railroad to the Steele family, who then sold it to the United Fruit Company. United Fruit's plans to turn Panama City into the banana capital of the world fell through, and in 1931 the road was sold to the International Paper Company, which subsequently became a part of Southwest Forest Industries.

The Bay Line's connections to the "outside world" were the Louisville & Nashville at Cottondale, Fla., and the Atlantic Coast Line and Central of Georgia at Dothan. The L&N line from Pensacola through Cottondale connected with the Seaboard Air Line at Chattahoochie (River Junction) to form the New Orleans-Jacksonville *Gulf Wind* route. The ACL line at Dothan was the Montgomery, Ala., to Waycross, Ga., main, while the CofG was a branch from Lockhart, Ala., to Albany, Ga., that provided the A&StAB with an important outlet to the northeast. This CofG/Southern line from Albany now ends at Dothan, with the Hartford & Slocomb operating the segment from Dothan west to Hartford (see November '86 R&R).

In the steam era, the A&StAB purchased most of its power second hand. The line's acquisition by International Paper in 1931 brought on a general improvement in both freight and passenger motive power. Particularly notable were the heavy (for the Bay Line) 2-8-2s. Originally built 1905-1907 as G-5 2-8-0s for the New York Central & Hudson River, they were rebuilt as NYC H-5 2-8-2s. Arriving in 1937 and 1938, 401-404 performed yeoman service. The "Big Blues" were typically assigned to the long government oil trains which originated at Lynn Haven terminal in Panama City and went to Churchland, Virginia. Over 60,000 cars of Bunker C oil traveled the Bay Line in the last years of the war. The road also supplied the Panama City shipyard with the raw material used in the construction of 108 *Victory* and *Liberty* ships. All this was in addition to serving the parent company.

The Bay Line was also justifiably proud of its swift passenger service. During the war, the road's light Pacifics pulled two passenger trains a day each way between Dothan and Panama City. With four to five heavyweight cars,

PHOTOGRAPHY: JOHN SISTRUNK, EXCEPT AS NOTED

they were often clocked at over 60 m.p.h. on the road's new 90 lb. rail. Before the war, the primary passenger connection at Dothan had been the ACL, with a day and night train in each direction between Montgomery/Birmingham and Waycross/Jacksonville. The Central of Georgia in 1940 carded only a mixed between Dothan and Albany. But after the war, although the frequency was reduced to one train each way a day, the service was improved with a direct run over the CofG to Albany carrying through coaches to Macon, Ga., and a through Pullman sleeper to Atlanta.

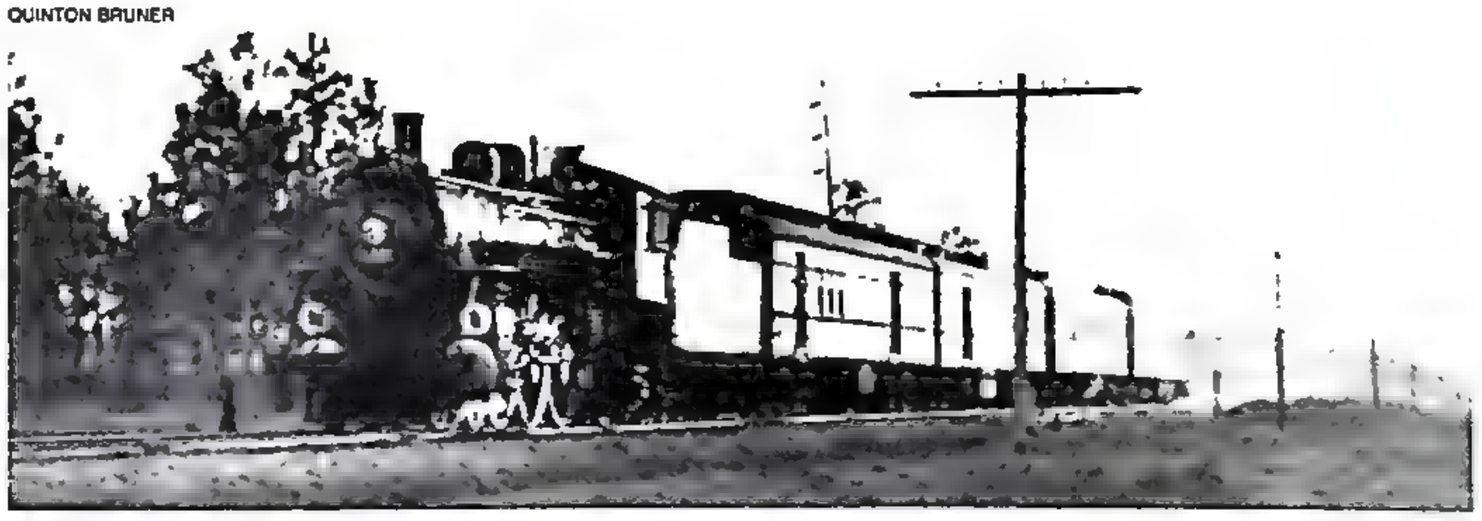
Dieselization

The Bay Line was one of the first railroads to attempt dieselization, buying three Alco RS1s (901-903) in March 1941. Less than two years later, however, they were requisitioned in January 1943 by the Maritime Commission for wartime service on the Trans-Iranian Railway, receiving modified cabs and C-C trucks as U.S. Army 8010-8012 (the 901 later became U.S. Navy 65-00512 at McAlester, Ok.; 902 served from 1951 to 1956 as Alaska Railroad 1034 before going back as Army 8011 and then in 1974 to the FRA/DOT test track at Pueblo, Colo., renumbered DOT 011 in 1977; and the 903, after serving as an Air Force unit, was scrapped by Hickory Steel in Birmingham, Ala., in 1974).

Alco S2 switchers 1001 and 1002 were acquired in November 1942, and as soon as they became available, the company bought more RS1s, beginning with five in April 1943 (904-908) and continuing through 913 in October 1947.

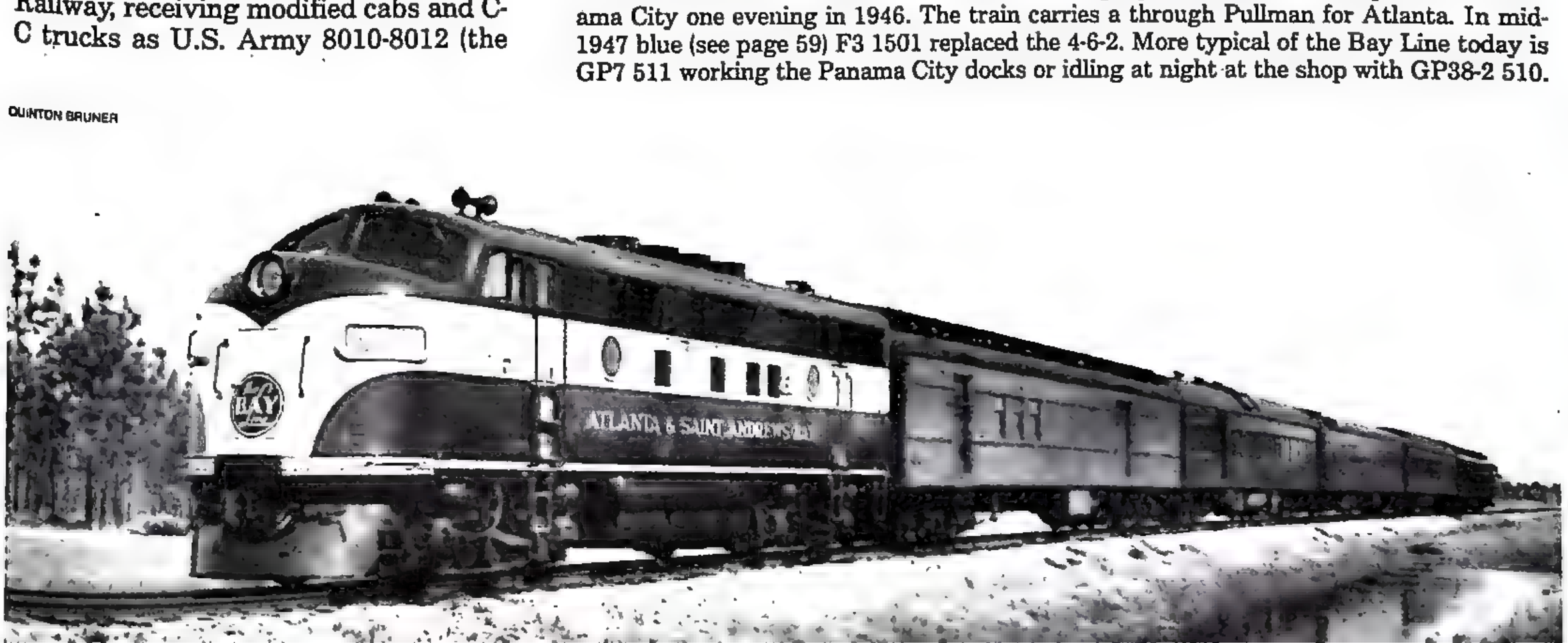
The A&StAB's initial diesel color scheme was a dark blue with aluminum,

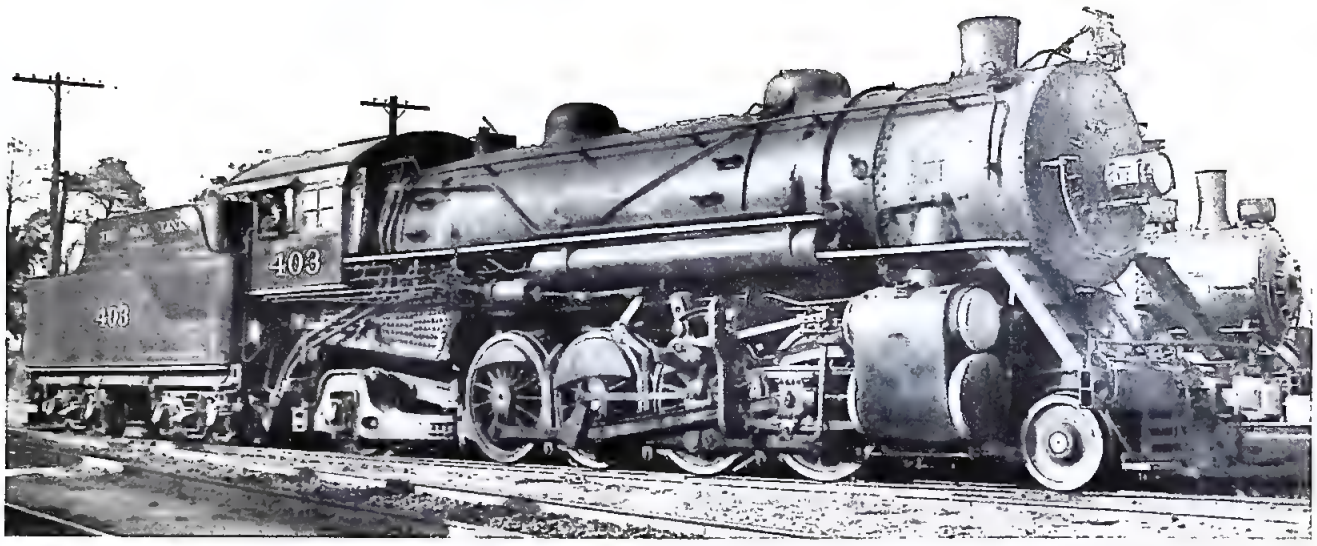
QUINTON BRUNER



HIGH-STEPPING PACIFIC 142 has No.4 romping northward at 60 m.p.h. out of Panama City one evening in 1946. The train carries a through Pullman for Atlanta. In mid-1947 blue (see page 59) F3 1501 replaced the 4-6-2. More typical of the Bay Line today is GP7 511 working the Panama City docks or idling at night at the shop with GP38-2 510.

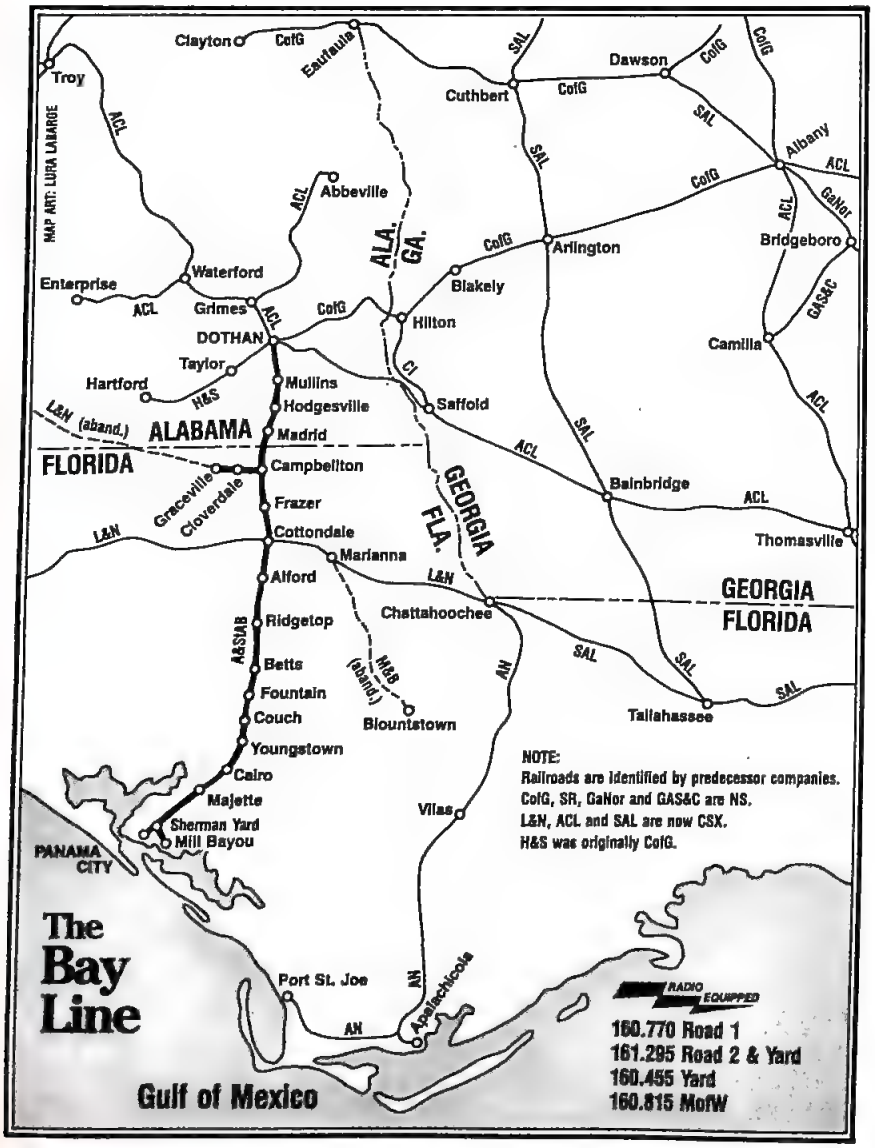
QUINTON BRUNER





C W WITBECK, CHARLES FELSTEAD COLLECTION

THE BIGGEST STEAM ENGINES on the Bay Line were four ex-NYC 2-8-2s, acquired in 1937-'38. The 403 here poses at Panama City for Bill Witbeck in 1940 with an 0-6-0. Other A&StAB steam included some light Consolidations, 4-6-0s and passenger Pacifics.



and it was applied to the RS1s in an Alco-designed scheme of horizontal bands. The switchers had a solid blue carbody with aluminum ends. At that time the road had no herald, and the units wore just a block border around the cab number and a simple THE BAY LINE legend on the hood.

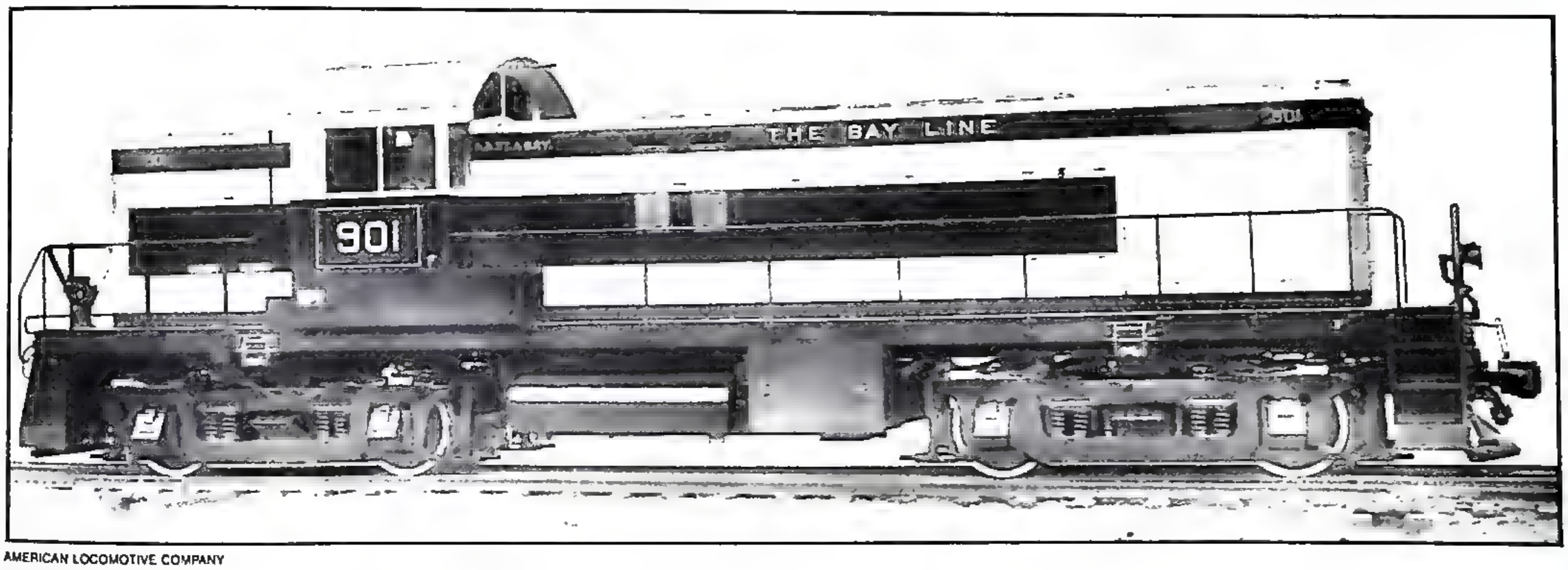
For their improved postwar passenger service, the Bay Line needed a "real" passenger engine, and they turned to EMD for F3 cab unit 1501 in mid-1947. Not only did the stylists at La Grange work up an attractive new paint scheme in the blue and aluminum, but they also created the nose "medallion" that serves to this day as the A&StAB herald.

On January 1, 1947, the Bay Line had met the revenue requirements and was designated a Class 1 Railroad by the Interstate Commerce Commission. In June 1947, with RS1s covering all freight runs, the S2s doing the switching and the 1501 handling the passenger train, steam became redundant and the fires were dropped. With this, the A&StAB claimed the title of the first Class 1 railroad to be 100% diesel.

The first EMD on the property, the boiler-equipped 1501 was the regular power for passenger trains 1 and 4 to Albany, Georgia. According to a 1950 schedule, it would leave Panama City on No.4 at 5:20 p.m. and run up the A&StAB to Dothan, where it would continue over the Central of Georgia to Albany, arriving at 10:55 p.m. There CofG power would take over and the F3 would be serviced to return on No.1, departing Albany at 7:05 a.m. and arriving back in Panama City at 10:35 a.m. Unfortunately, the service didn't last beyond the early 1950s, and the last few years of Nos. 1-4 were covered by a motor car. The 1501 was sent back to La Grange in January 1955 for upgrading to F7 specifications and regearing for

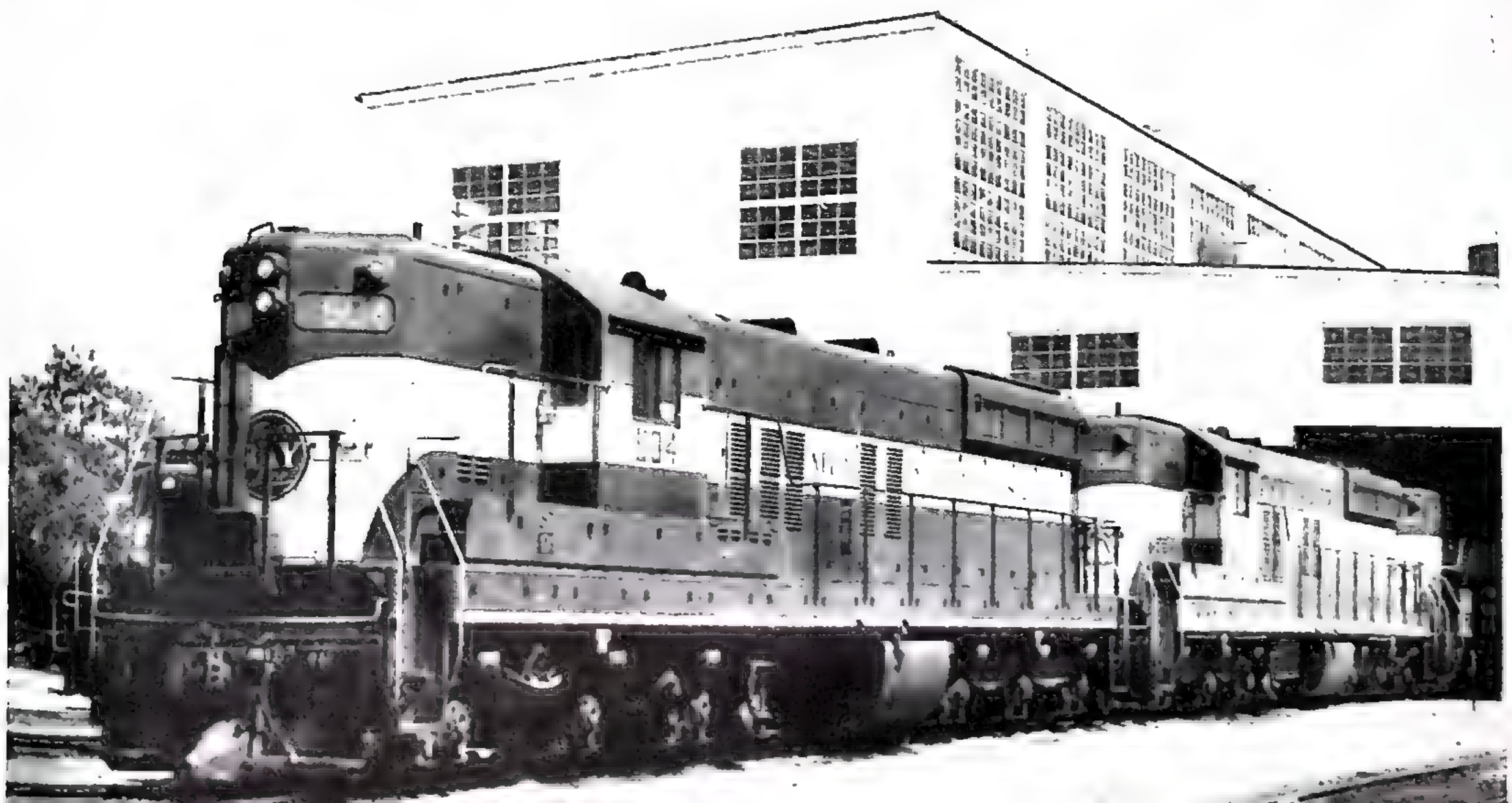
RAILROAD MAGAZINE COLLECTION

THE PANAMA CITY SHOP at Sherman Yard has been the backdrop for numerous diesel photos over the years. Here in the early 1950s three versions of the blue and aluminum livery are evident on RS1s 912 and 909, S2 1002 and F3 1501. RS1 901 (below) was built in March 1941 and requisitioned for the U.S. Army in January 1943. All three SD9s (bottom) were together on July 24, 1976.



AMERICAN LOCOMOTIVE COMPANY

ROBERT E. GABBEY



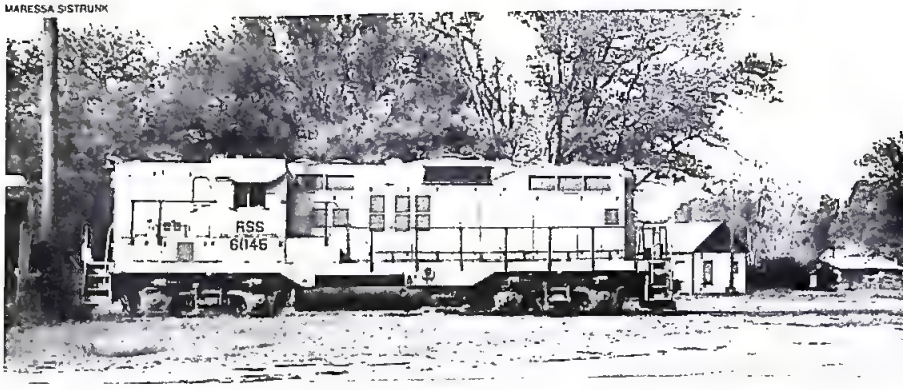
freight duty. Passenger service ended on July 15, 1956.

Pleased with the performance of 1501, the Bay Line began a transition to EMD power with a pair of boiler-equipped "torpedo boat" GP7s in 1952 and a pair of SD9s in 1956 plus a third in 1958. While the F3 and two GP7s were delivered in blue, in 1955 the Bay Line changed its colors to yellow and green. The first unit to receive the new colors was apparently the 1501 during its overhaul at La Grange. The first units delivered new in the colors were SD9s 503 and 504 in 1956. The yellow and green, with numerous slight variations, including a red frame stripe on some units, has been in use ever since.

The Bay Line has always been very meticulous in their locomotive maintenance. Because of the corrosive potential of salt air from the nearby Gulf of Mexico, the railroad practices careful preventive maintenance which includes internal cleaning and waxing of the carbodies. Even when the paint fades, it is always clean.

With the Geeps on hand and the first SDs on order, the Bay Line began thinning out its ranks of RS1s. In 1955 the 905, 906 and 908 were sold to the Tennessee Railroad at Oneida, Tenn., and were followed by the 907 two years later. The Tennessee was absorbed by the Southern in 1973, and all the RS1s were sold to Birmingham Rail & Locomotive later that year. Most of the units have seen numerous owners since then, and the 905 has survived to become Arkansas & Missouri 22 (February '88 R&R), where it is today the oldest roadswitcher in service on a U.S. railroad.

MARESSA SISTRUNK



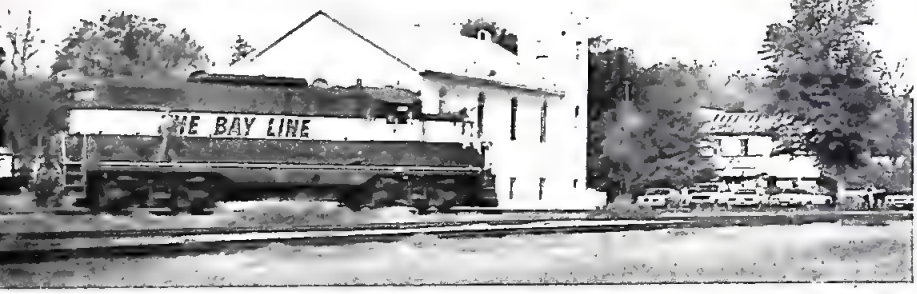
OTHER POWER working Panama City includes the faded yellow GP9 6045 at the paper mill and the Port Authority's blue and white 44-tonner, shown (right) in June 1987.

Although the Bay Line would not acquire a factory-built low-nose unit until SD40 506 in 1966, it was one of the first railroads to perform nose-chop jobs in its home shop. The 909 emerged in mid-1963 with a lowered short hood and huge windows in the end of its cab. The remaining RS1s all got the same treatment, as well as the two GP7s. The Geeps got the "Western Maryland style" chop job with the tops of the short hoods (complete with number boards, bell and headlight) left intact but lowered to accommodate a front cab window. Interestingly, none of the SD9s ever got chopped and remain high-nosed to this day.

In 1966 the A&StAB and Gainesville Midland became the first short lines to own SD40s, with one apiece. Alco switcher 1002 was traded to EMD in 1966 on the SD40, and two years later the F3 "met its maker" as trade-in on GP39 507 in 1970. In 1973 two GP38-2s arrived (508 and 509), followed by another (510) in 1975. In December of that year, the Bay Line acquired its final locomotive to date, former-Reading high-nose GP7 616, which became A&StAB 500. In 1976 GP7 502 went into the shop for a total rebuild and emerged as the 511 in 1977. A major wreck at Youngstown, Fla., demolished SD9 503 and did varying degrees of damage to the other two SD9s, the SD40 and GP38-2 510. All but the 503 were quickly repaired and returned to service.

The Alco era on the Bay Line was drawing to a close. The remaining S2 switcher was sold via locomotive brokers to Becker Sand & Gravel in 1968, and the chopped RS1s began departing in the mid-1970s (911 and 909 to the Chattahoochee Industrial and 910 to Interprovincial Steel Pipe in Regina, Sask.). A railroad proud of its history, in 1973 the Bay Line presented RS1 904

MARESSA SISTRUNK



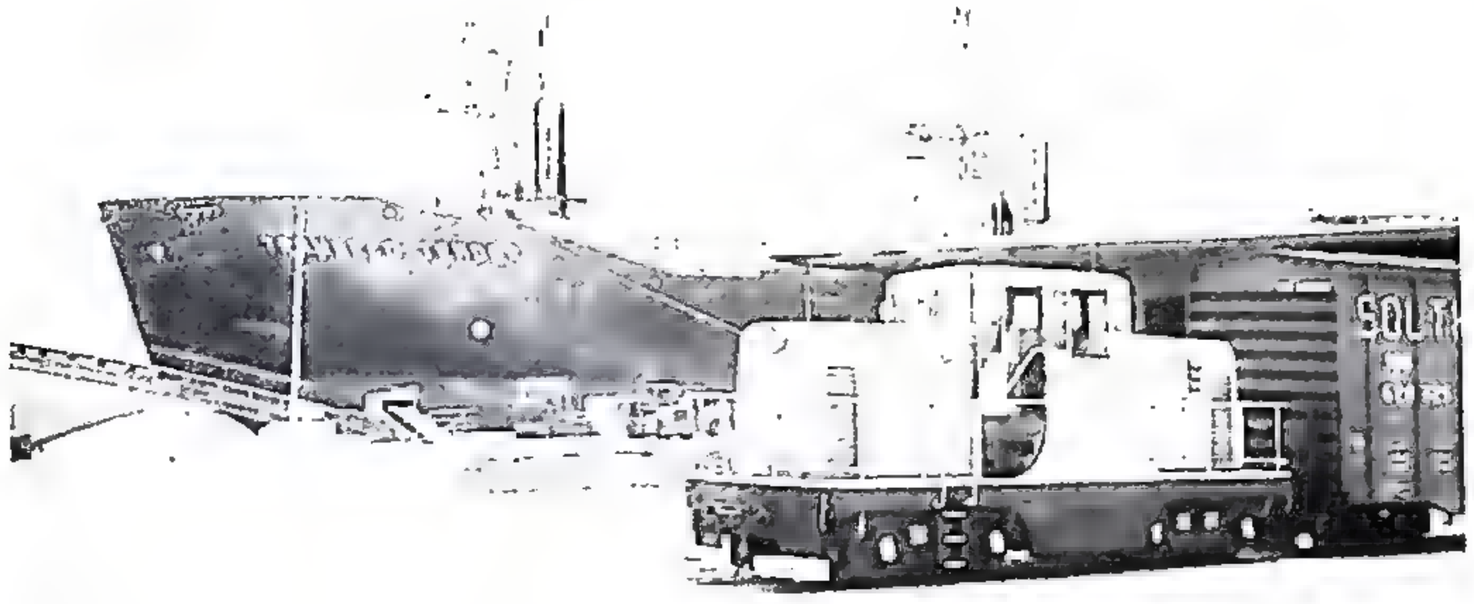
ROBERT E. GABBEY

THE FIRST MT. MORIAH Baptist Church sees the 511 working the paper mill in December 1986.

All-Time Diesel Roster

No.	Model	B/N	Built	Notes
500	GP7	18416	5/53	Reading 616, acq. 12/75, in service.
501	GP7	15943	1/52	Nose chopped, in service
502	GP7	15944	1/52	Nose chopped, rebuilt 1977 as 511
503	SD9	21046	1/56	Wrecked 2/25/78, scrapped.
504	SD9	21047	1/56	In service.
505	SD9	24062	4/58	In service.
506	SD40	31766	6/66	In service
507	GP39	36312	7/70	In service.
508	GP38-2	72686-1	5/73	In service.
509	GP38-2	72686-2	5/73	In service.
510	GP38-2	75623-1	6/75	In service.
511	GP7	15944	1/52	Rebuilt in 1977 from 502, in service.
901	RS1	69426	3/41	To U.S. Army 8010 1/43, became U.S Navy 65-00512.
902	RS1	69427	3/41	To U S Army 8011 1/43, became Alaska RR 1034 6/51-11/56, then DOT Pueblo 011 9/74.
903	RS1	69800	1/42	To U.S. Army 8012 1/43, scrapped 2/74
904	RS1	70810	4/43	Chopped nose, donated 1973 to Gulf Coast College, on display.
905	RS1	70811	4/43	To Tennessee RR 1, 7/55, to SR 8/73, to BR&L 11/73, now A&M 22.
906	RS1	70821	4/43	To Tennessee RR 2, 7/55, to SR 8/73, to BR&L 11/73, to IM&C 203, Bradley Jct , Fla.
907	RS1	70809	4/43	To Tennessee RR 5, 6/57, to SR 8/73, to BR&L 11/73, to IM&C 205, Bradley Jct., Fla.
908	RS1	70822	4/43	To Tennessee RR 3. 11/55, to SR 8/73, to BR&L 11/73, to MD&W 15 6/73.
909	RS1	70812	6/44	Chopped nose, to Chattahoochee Industrial 3, 7/75
910	RS1	73332	4/45	Chopped nose, to Interprovincial Steel Pipe, Regina, Sask , 9/73.
911	RS1	73333	4/45	Chopped nose, to Chattahoochee Industrial 118, 6/73
912	RS1	75559	10/47	Chopped nose, to Chattahoochee Industrial ??, 1984
913	RS1	77848	2/50	Chopped nose, to Hartford & Slocomb 913, 2/84
1001	S2	70276	11/42	Through brokers to Becker Sand & Gravel 3, Marlboro Plant, 1968
1002	S2	70277	11/42	Traded to EMD on SD40 506, 1966
1501	F3A	5144	6/47	Traded to EMD on GP39 507, 1970

Compiled 12/87 by Jim Boyd from A&StAB, *Extra 2200 South* and other sources



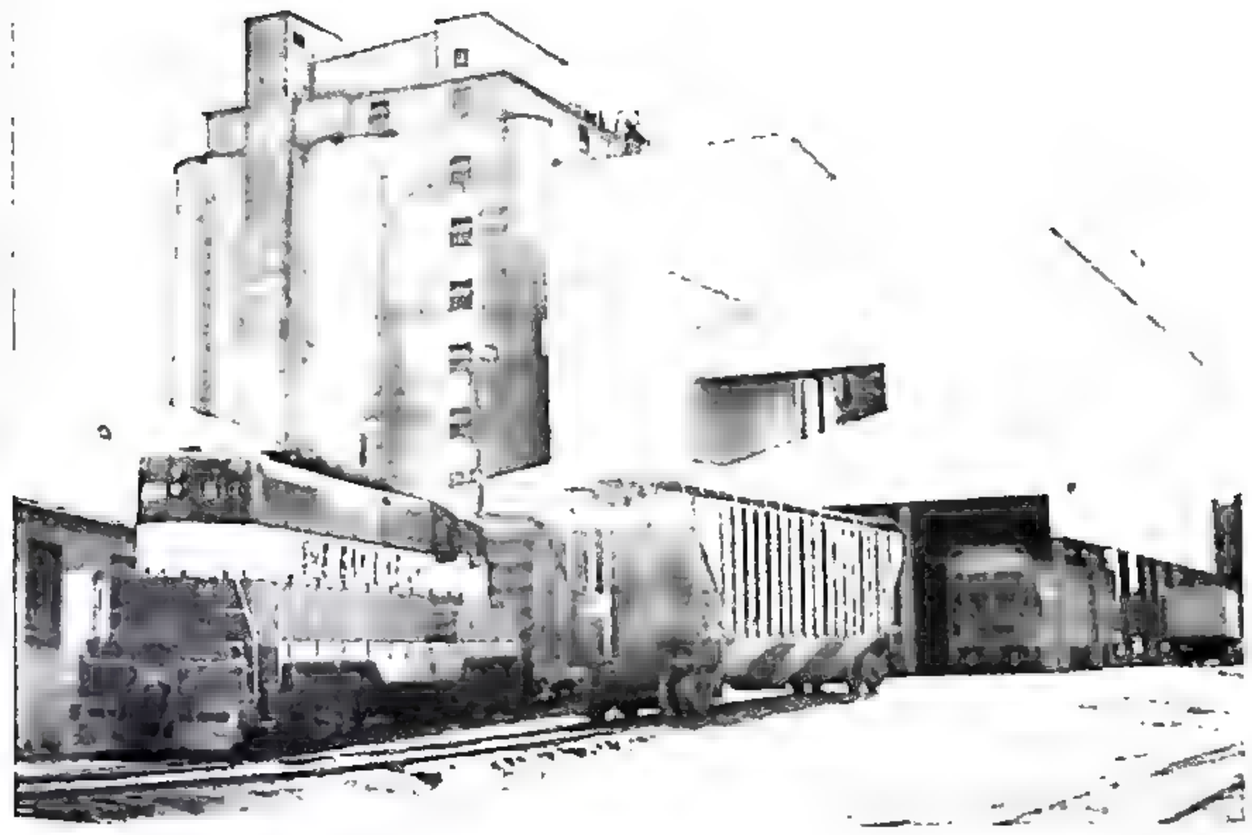
to Gulf Coast College in Panama City, where it is now on prominent display. The 912 was leased in 1977 to the ill-fated Louisiana Midland; it returned home in 1982. In 1984 the Bay Line became all EMD when the 912 was sold to the Chattahoochee Industrial and the 913 went to the neighboring Hartford & Slocomb. In fact, the 913, still in its Bay Line livery, can occasionally be seen on A&StAB tracks as it interchanges cars at Dothan.

Operations today

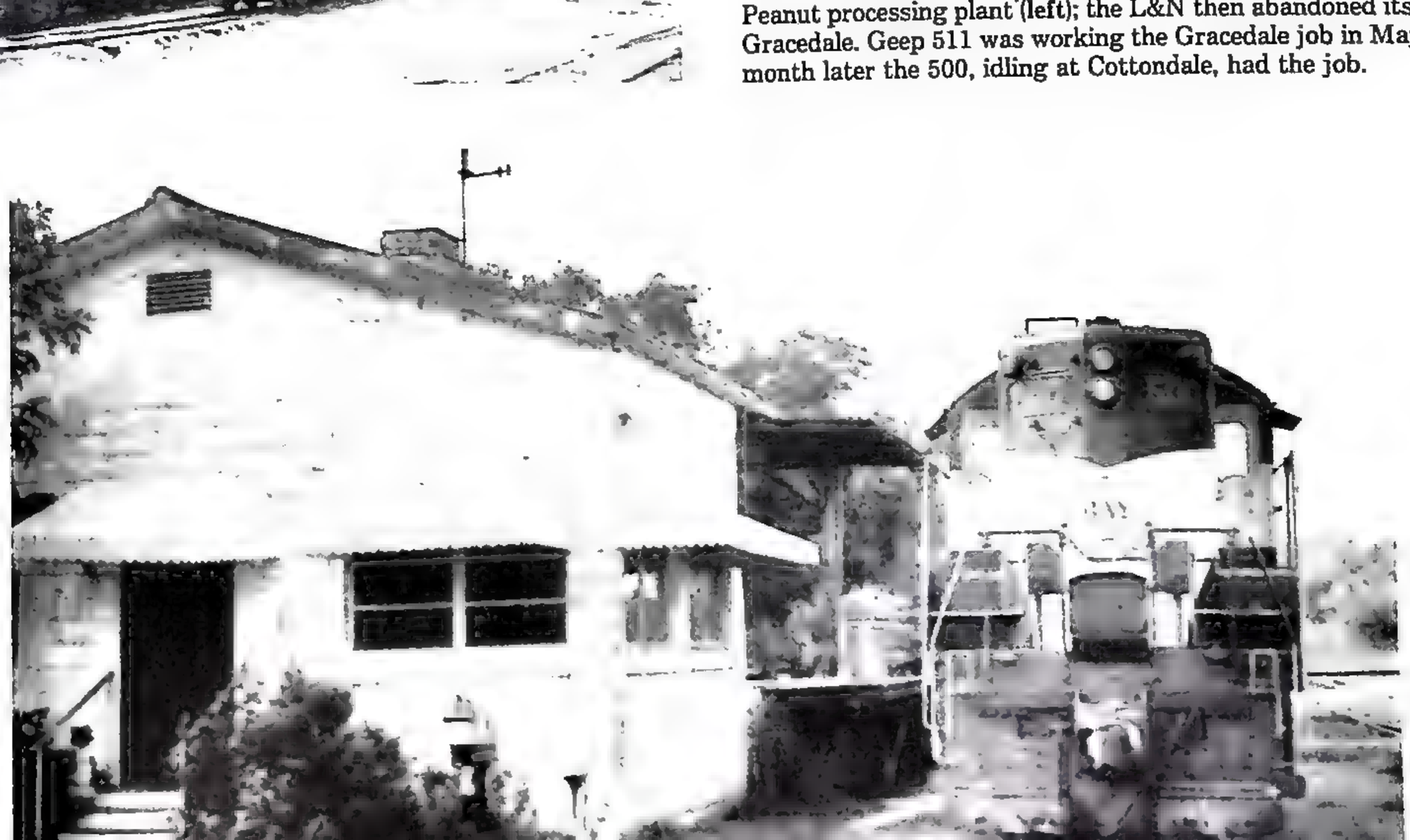
The current roster is a mixed bag of first and second generation GPs and SDs. The two SD9s and the SD40 are reserved for the nightly freights 51/52 to Dothan and back with the GP39 and a GP38-2. The SD9s are not used in the lead (interestingly, it was general practice to use the F3 only as a trailing unit when it was in freight service, as the cab was inconvenient for switching work). A GP38-2 holds down the Dothan switching assignment, leaving the GP7s and an occasional '38 for the Panama City and Cottondale jobs.

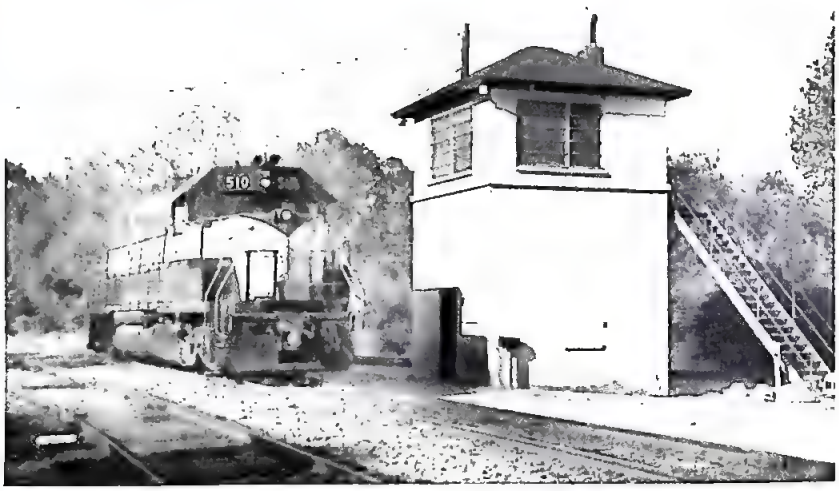
Action starts early with the pre-dawn arrival in Panama City of train 51 from Dothan. Sherman Yard and shops are easy to find, just north of the junction of U.S. Highways 231 and 98, across from a large shopping mall. Nearby gas stations stock city maps.

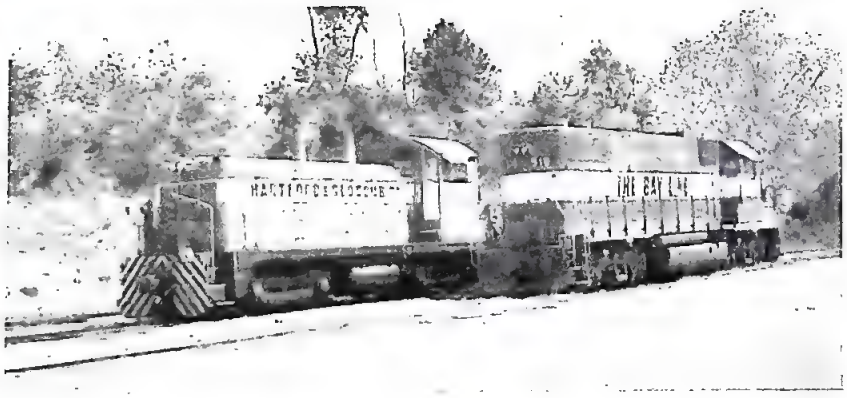
After 51's power is cut off and sent to the shop for servicing, one of the Geeps will go to work about 7:00 a.m. to break up the train. At 9:00, No.2, the first trip to the Southwest Forest pulpwood mill, heads out. Following the mill job is easy with train speeds in the 10-15 m.p.h. range as the single locomotive lugs its heavy load. The mill is an impressive sight as it rises out of a relatively "small town" looking area of old buildings, oak trees, Spanish moss and the First Mt. Moriah Baptist Church.



THE GRACEDALE BRANCH was built in 1971 to tap the Golden Peanut processing plant (left); the L&N then abandoned its line into Gracedale. Geep 511 was working the Gracedale job in May 1987. A month later the 500, idling at Cottondale, had the job.







DOTHAN, ALABAMA, the north end of the A&StAB, is assigned one unit, which goes to work in the evening. The 510 (top) paused at the north end yard tower in May 1987 before going to work on the south lead (below). Earlier that day Hartford & Slocomb NW2 1051 was returning after making a delivery to the A&StAB yard. Southern U23Bs (opposite bottom) were making the CofG delivery past the 508 on a different day. On July 24, 1976, three units (opposite top) were sufficient for No.52's Saturday consist of 76 cars out of Panama City. With a 7:30 p.m. departure, 52 can be photographed only in summer.

Don't be fooled when the train enters the mill proper. The Bay Line uses a balloon track, and it will pop out on the accessible side of the mill.

After circling the plant, the locomotive cuts off the inbound train and backs over to the outbound cars. After a brake test, it heads back to Sherman. This takes longer than it sounds, since the Bay Line job has to work around the mill's switcher (an off-yellow GP9 identified only as "RSS 6045"), which is constantly moving in and out of the plant. On the return trip, use your newfound familiarity with the area to work the photo locations between the mill and the yard.

Train No.3 to the Panama City docks usually departs Sherman at 11:00 a.m. The dockyard itself is off limits, but photos with ships in the background can be taken as the train departs the fenced area. This occurs two or three times while the train works the docks and finishes for the day. Occasionally, the Port Authority's powder-blue and white GE 44-tonner can be seen shifting cars. In its trip from Sherman to the docks, the Bay Line job makes a large, lazy "S" as it swings west. This provides interesting photo opportunities as the train crosses busy streets and quiet, suburban areas.

Fifty miles north of Panama City is the small town of Cottondale, Florida. In addition to being a busy interchange with CSX (the L&N/SAL Gulf Coast route), it is where A&StAB No.64, the Graceville Switcher, ties up. In 1971 the Bay Line opened up a new seven-mile branch from Campbellton (eleven miles north of Cottondale) west through Cloverdale to Graceville. Tuesdays and Fridays are usually the days the train

ROBERT E. DASSEY

crew drives up from Panama City to the small Cottondale station.

The crew fires up the locomotive, usually one of the GP7s, and works the CSX interchange around 10:00 a.m. before heading up the main line to Campbellton and turning west for Graceville. The train is easy to follow to Graceville, as the tracks are relatively close to the highway. However, the abundant foliage makes most shots pretty tight. Once in Graceville, there are nice photos to be had of the train working a large lumber mill and the Golden Peanut processing plant.

After finishing in Graceville, I recommend heading north to Dothan. This is a busy junction town serviced by four railroads: CSX (ACL), Norfolk Southern (CofG), the Hartford & Slocomb and the A&StAB. (The Alco-abundant Chattahoochee Industrial is less than 20 miles away, but that's another story.) The NS connection is a daily turn arriving at the Bay Line yard from Blakely, Georgia, about 2:00 in the afternoon. If it hasn't made a morning run, the Hartford & Slocomb switcher will slip in about the same time. The Bay Line

(Continued on page 58)

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED

The Foster Yeoman "59s"

The EMDs that invaded England.

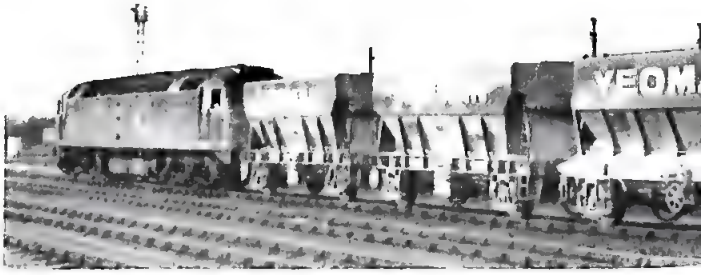
by Jim Boyd

At a time when we hear constant criticism of American products, from automobiles to television sets, it is refreshing to find an unqualified success story. In Great Britain, where virtually all the road locomotives on British Rail are home-designed and home-built, there are four privately-owned diesels from Electro-Motive Division of General Motors that are setting new standards for performance and reliability. The 3300-h.p. six-motor units were purchased by Foster Yeoman Limited in 1985 to haul unit stone trains on a very tight schedule from the quarry to distribution terminals across the south of England. They are the first privately-owned diesels to operate on British Rail (BR) and have been designated "Class 59." The newest freight locomotives owned by BR are 50 Class 58 BREL Type 5 3300-h.p. C-C units built at Doncaster Works between 1983 and 1987.

So impressed was everyone with Yeoman's Class 59s that the specs for British Rail's proposed Class 60 freight locomotive are tailored to the EMD design. Within the next few months the bidding should be complete for the 100 new units, and we will know if EMD is to become the first major foreign builder to supply road locomotives to BR.

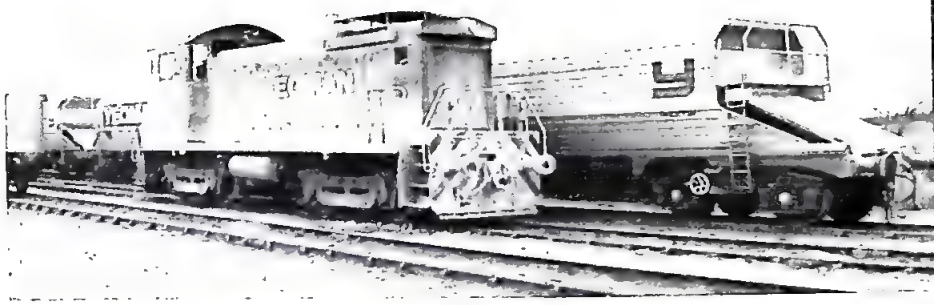
Meanwhile, the Class 59s are rewriting the record books in Great Britain. Their story began in 1969 at a huge gravel pit in Somerset, about 100 miles west of London. Foster Yeoman Limited had a great natural resource in its Torr Works limestone quarry at East Cranmore between Shepton Mallet and Frome. By using the most modern methods of mining and distribution, Foster Yeoman was well on its way to dominating the market for construction aggregates (gravel for concrete and macadam as well as fill material) in the entire south of England, including metropolitan London. Rail transportation between the Torr Works and Foster Yeoman's local preparation and distribution facilities was the key to its ability to compete.

At the "retail" end of Yeoman's distribution system are facilities served by BR at Botley and Eastleigh on the



THE LOADING CONVEYOR at Merehead (left) is quite modern. British Rail 47901 brought a train of Yeoman 51-ton four-wheel "wagons" into Westbury; similar cars are shown under the loader.

south coast near Southampton, Wootton Bassett near Swindon, Theale near Reading, and Brentford, Acton and Purfleet near London (these are the present terminals; in recent years other terminals have also been used). From the onset, British Rail cooperated closely with Yeoman in servicing the Torr Works' "Merehead Rail Terminal" via the former-Great Western Railway Cheddar Valley spur. In 1969 standard BR 25-ton hopper "wagons" were loaded by end-loaders and made into trains by BR Class 08 "shunters." An average payload was 650 tons per train. Locomotives were initially *Western* and *Warship* Class diesel-hydraulics, which



FOSTER YEOMAN'S blue and white SW1001 No.44, the *Western Yeoman II*, was at Merehead with a Procor 102-ton "PHA" hopper on November 22, 1987. The 59003 (left) was turning at Westbury with a Botley or Eastleigh stone train on Monday, November 23.

EMD

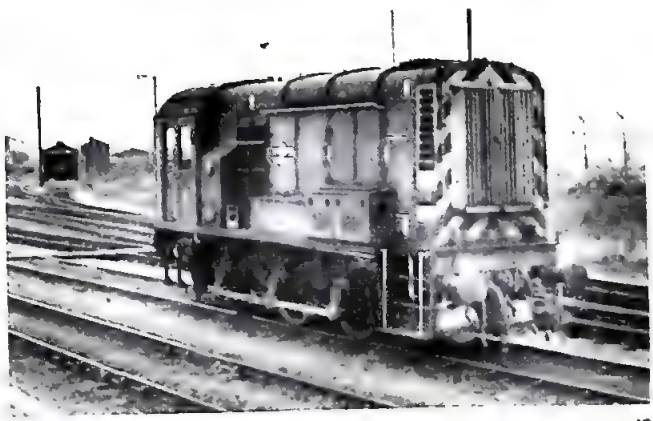
were soon replaced by BR Class 37 and Class 47 diesel-electrics (see page 66).

In the next ten years Foster Yeoman's business grew dramatically at the 500-acre quarry, the largest in Europe. A "walking" crusher, seven stories tall, was connected by conveyors to the working face, eliminating truck haulage in the quarry itself and greatly increasing the production capacity of the pit. The single-track spur from Frome to Merehead was nearing its train-handling capacity, maintenance of the 25-ton wagons was getting out of hand (in spite of Foster Yeoman contracting the maintenance at Merehead) and the 400-h.p. 08 shunters were just not holding up under the 'round the clock duty. Big changes were needed.

Looking to La Grange

Working with Procor to construct and maintain them, Yeoman acquired a fleet of new hopper wagons, including two-axle 45-tonners and four-axle 102-tonners. A new high-capacity loading system was installed at the quarry. To replace the little 08 shunters, Foster

A YORKSHIRE "SHUNTER" is used as a car shop goat at Merehead; some wag chalked the ex-BP unit "59005." Before the SW1001, Merehead used BR shunters like 08951 (right) at Westbury.



Yeoman made its first deal with EMD. They decided to buy two standard SW1001 1000-h.p. switchers, modified only with British couplers and brake equipment.

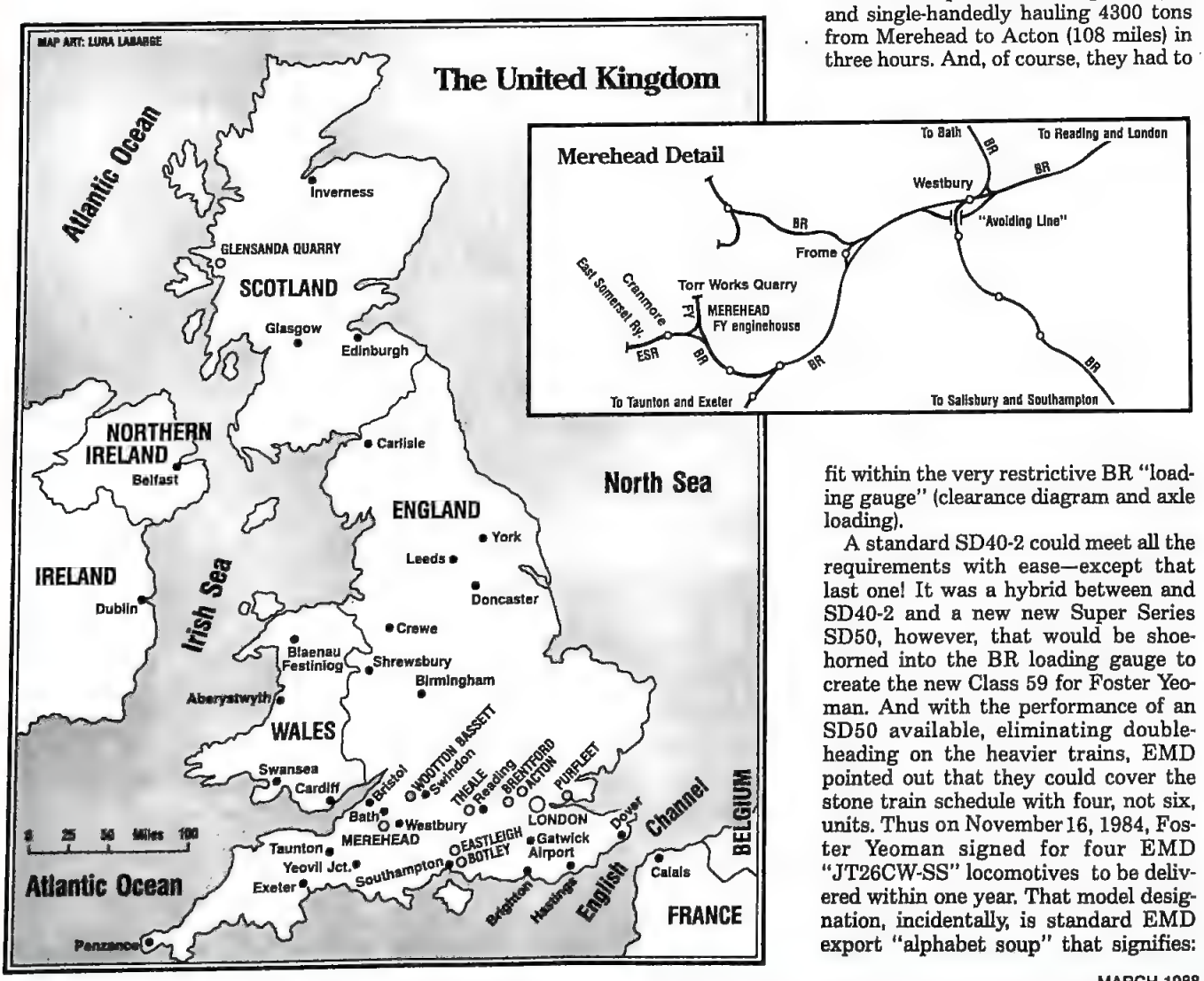
"Why do you need two?" EMD asked. "Because they need to work six days a week around the clock," was Yeoman's reply. With one day a week available for maintenance and inspection, EMD convinced Yeoman that one unit would be more than capable of doing the job (by passing up the opportunity for an easy sale of another unit, EMD made a shrewd business decision to sell reliability instead). The SW1001 *Western Yeoman II* arrived at Merehead in 1980 and has yet to miss a day of work.

Such was not the case with the BR Class 56 locomotives that were assigned exclusively to the Yeoman trains in 1983. With just enough wagons to cover the required eight round trips per day, Yeoman needed reliable service from BR to meet its shipping schedules. The Class 56 (Brush Type 5, 3250-h.p. C-C freight units) had plenty of power for the job, but they were very unreliable and prone to road failure, often providing an availability as low as 60%. This meant delayed trains and scrambled loading and delivery schedules.

Foster Yeoman first tried a ploy that had been working very well with its wagon maintenance. It asked BR's Railfreight Sector to dedicate six units to its exclusive service, with maintenance carried out by BR personnel under Yeoman supervision at Merehead. British Rail not only went along with that suggestion but carried it a step further by proposing a contract that would make it profitable for Foster Yeoman to provide its own six locomotives. It was an ideal opportunity for both to find a locomotive that could meet both the power and reliability requirements for sustained "block train" (unit train) service. With the SW1001 performing day and night in solitary splendor, Foster Yeoman knew just where to look for reliability.

In writing up the specifications for its new locomotives, Foster Yeoman defined a machine similar to the BR Class 56 but included one critical stipulation: The manufacturer must not only promise 95% availability but must be able to show proof anywhere in the world of its previous products sustaining that level of performance. No British locomotive manufacturer could meet that requirement. EMD, however, could produce numerous examples, beginning with the SW1001 right there at Merehead. (Incidentally, in a nation full of "shunters," the SW1001 is called a "switcher" by the folks at Merehead.)

Based upon the performance and 95% availability of a Class 56, Yeoman had calculated that it would need six units to cover its present and immediate future needs. The new locomotives would have to be capable of running 60 m.p.h. and single-handedly hauling 4300 tons from Merehead to Acton (108 miles) in three hours. And, of course, they had to fit within the very restrictive BR "loading gauge" (clearance diagram and axle loading).



A standard SD40-2 could meet all the requirements with ease—except that last one! It was a hybrid between and SD40-2 and a new new Super Series SD50, however, that would be shoehorned into the BR loading gauge to create the new Class 59 for Foster Yeoman. And with the performance of an SD50 available, eliminating doubleheading on the heavier trains, EMD pointed out that they could cover the stone train schedule with four, not six, units. Thus on November 16, 1984, Foster Yeoman signed for four EMD "JT26CW-SS" locomotives to be delivered within one year. That model designation, incidentally, is standard EMD export "alphabet soup" that signifies:

KODACHROMES JIM BOYD

"J" two cabs, "T" turbocharged, "26" a 16-cylinder 645 engine, "C" C-C trucks, "W" top grade standard gauge traction motors and "SS" Super Series wheel control system.

Since the "59s" were a completely new design with a production totaling only four, they would be constructed essentially by hand. EMD selected a team of 21 employees to build the locomotives, gave them space on the erecting floor and a time limit of six months to complete the job. With that small a team, there was an immediate "accountability" that generated a sense of pride and craftsmanship among the workers. When they were completed within budget and very nearly on schedule, the four Foster Yeoman units were generally regarded as the best finished products ever turned out by La Grange.

The 59s carry a turbocharged 16-

MONDAY AFTERNOON, November 23, 1987, found Foster Yeoman 59001, *Yeoman Endeavor*, pausing for a crew change (top) at Westbury, England, on a 43-car Purfleet stone train. Note the American bell presented at the naming ceremony in June 1986. On the previous day, the 59004, *Yeoman Challenger*, and 59003, *Yeoman Highlander*, had been idling outside the shop at Merehead (below). The "59s" have replaced BR Class 56 units, such as the 56046 in Railfreight livery at Westbury (above).

THE LA GRANGE TEAM that built the units posed at the plant wearing Yeoman "Y" caps. Note the huge exhaust muffler (right) and size comparison with a Conrail SD50.

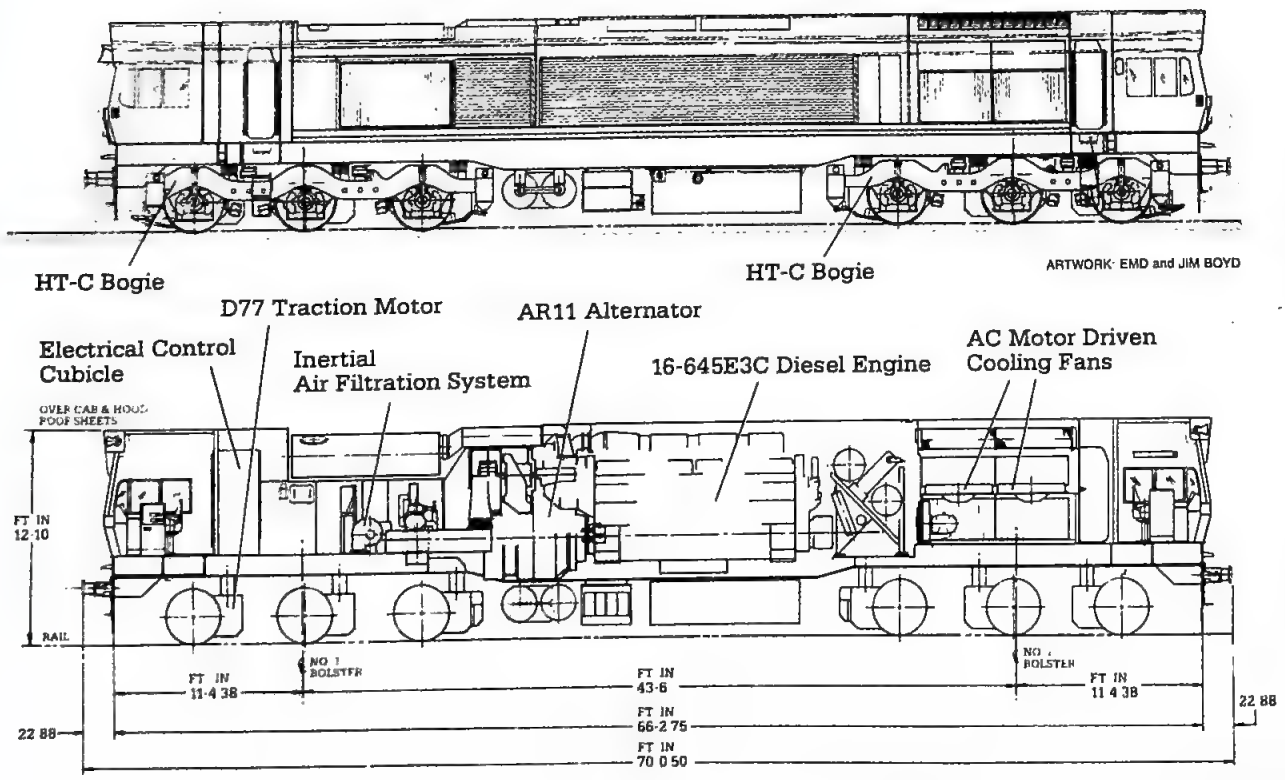
cylinder 645E3C two-cycle diesel engine and an AR-11 main alternator, rated at 3300 h.p. The trucks are the standard HT-C, carrying D77 traction motors and modified to mount the sandboxes on the ends of the truck frames. The units are relatively long, 70 feet over the buffers (71 feet over couplers for an SD50), but low, 12′ 10″ overall (14′ 8½″ for an SD50) and light at 124 tons (164 tons for an SD50). The cooling fans are inside and mounted underneath the radiators "tunnel motor style." The 59s were initially to have been equipped with dynamic brakes, but in order to meet stringent BR noise requirements, a huge exhaust silencer occupies the space originally allotted for the dynamic brake grids, the only real performance compromise demanded by the loading gauge. And, obviously, the units are double-ended with a complete control cab at each end. The cabs are laid out like a BR Class 58, with the "driver" sitting on the left side and the control stand to his right. The throttle is pushed forward to open out to Run-8. The 59s have SD50 electrical systems (solid state modules but no microprocessor) and the Super Series wheel control system.

The four units left La Grange on December 12 and 13, 1985, bound for Newport News, Virginia, where they were loaded aboard the 1500-ton *Fairlift* for shipment to England. This was the only questionable aspect of the entire production, as the overloaded little vessel had to steer far to the south to avoid North Atlantic storms and took three weeks to reach Southampton.

The EMDs in England

There was considerable concern over how the British railway unions would greet the foreign locomotives (threatening domestic locomotive production jobs), but Foster Yeoman and British Rail had done their homework and the

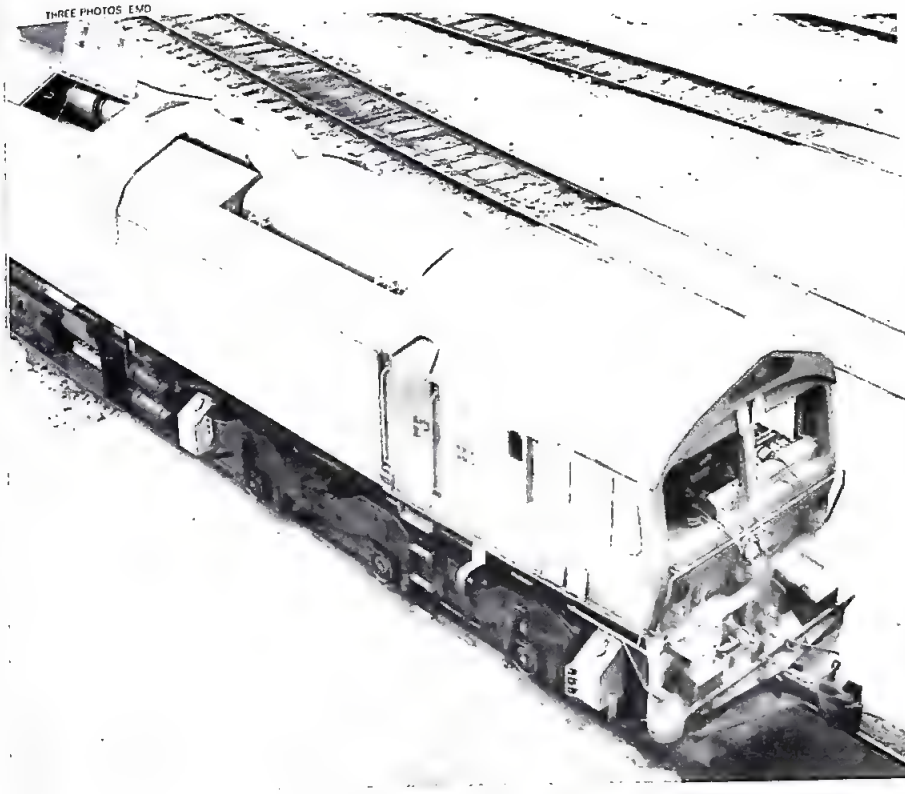
Comparison: SD50 and JT26CW-SS



59s received a warm welcome. The locomotives were put through BR acceptance tests, and road crews were qualified on the new equipment. EMD engineer Bruce Meyer, who designed the Super Series wheel control system, was on hand with a team to supervise the testing. During adhesion trials at Merehead, the 59002 pulled 40 loaded 102-ton wagons up a "1 in 125" (.8%) grade in wet weather on greased rail, achieving a peak tractive effort of 114,000 lbs. and a coefficient of adhesion of 41% (the highest recorded to date for an SD50 is 37%). The Super Series (which reads ground speed by radar and then gives the wheels a precisely-calculated degree of wheel slip) proved itself again by taking the required 43 loads up the 1 in 136 (.74%) of Savernake "bank."

A few minor problems cropped up

THREE PHOTOS EMD



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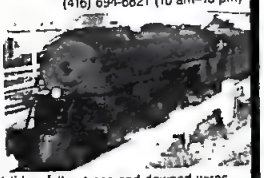

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(such as discovering that a vendor had supplied a new and unproven relay that had to be replaced, and an error in load testing that fried a main power cable, causing the 59002 an embarrassing failure on its first tonnage test on Savernake), but the 59s quickly proved themselves to be capable and reliable equipment. They were put into revenue service on February 17, 1986.

On June 28, 1986, the 59s were given a formal "naming ceremony" at Merehead, attended by over 400 guests. With proper fanfare, the 59001 was dubbed *Yeoman Endeavour*, the 59002 the *Yeoman Enterprise*, the 59003 the *Yeoman Highlander* and the 59004 the *Yeoman Challenger*. Then John Gable from EMD presented Foster Yeoman's director of railway operation, Ken Painter, with two American brass locomotive bells. One, inscribed with the names of the 21 EMD employees who built the locomotives, will reside in the Foster Yeoman office, while the other now adorns the "A End" of the 59001 (a tradition begun with GWR 4-6-0 *King George V's* visit to the Baltimore & Ohio's centennial in 1927.

Operations today

The four 59s are presently diagrammed to cover roughly eight round trips per day from Merehead to the various outlying terminals. Trains operate as needed on Saturdays, with all four units generally "on shed" on Sunday. All maintenance and inspection is done at Merehead on the weekends by BR fitters. The level of maintenance is exceptional. During 1987, the four units operated from March into November without a single road failure.

A typical operating day will find loaded trains outbound from Merehead in the morning hours, with some departures before dawn. The trains all run to Westbury, where they are then routed according to destination. The Southampton-area trains to Eastleigh

THE MEREHEAD ENGINE SHED handles all maintenance on the FY units. On Sunday, November 22, the *Challenger* and *Highlander* were outside the shop with the *Endeavor* visible in the door; the 59002 *Enterprise* was deep inside (**right**).

Stephans'
Railroad
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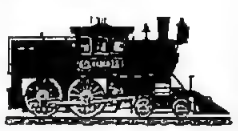
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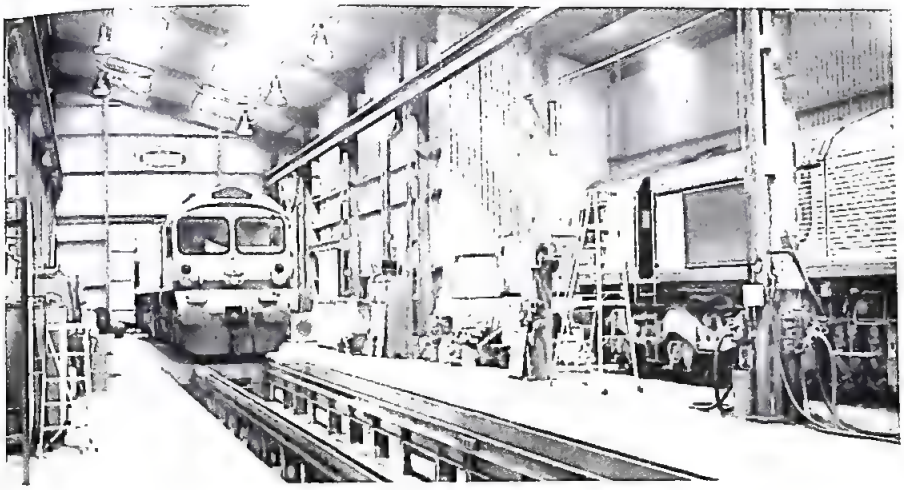
and Botley pull into the yard at Westbury where the engine runs around the train for a reverse move to the Salisbury/Southampton line. Trains using the main line to Reading that do not need to change crews may use the "avoiding line" around the Westbury yard and passenger station. In early afternoon the trains return to Merehead and are quickly dispatched outward again with loads. They then return home in the evening and the cycle begins anew. For a train spotter, Westbury is one sure place to catch the 59s in action.



Any American encountering a 59 will find something immediately familiar. Although the only parts of a 59 that look unmistakably American are the HT-C trucks (that give the units an "all feet" appearance), and the turbo is unusually quiet with that big muffler, you won't miss the "popcorn" sputtering of the Sarco moisture-sensing drain valves so characteristic of SD50s and SD60s.

It would be easy for an American to dismiss a 4300-ton unit train as insignificant compared to the 13,000-ton monsters the N&W slaps behind a pair of SD50s, but in England they are the heaviest trains ever to run on British Rail. And something to seriously consider: the N&W trains do not share the main line with 125 m.p.h. passenger trains. The Foster Yeoman stone trains are as big as BR can handle from the standpoint of traffic mix and the limitations of hook-and-link couplers. In the 59s, for the first time they have a reliable locomotive that can singlehandedly haul at track speed the heaviest train the railroad can accommodate.

As the 59s work their way into 1988, EMD has signed a licensing agreement with General Electric of England (in no way related to GE of Erie, Penn.) to build the BR Class 60 if they are successful in winning the contract. Even if politics or international financial intrigues send the 60s somewhere else, it will be Foster Yeoman's 59s against which all others will be judged.

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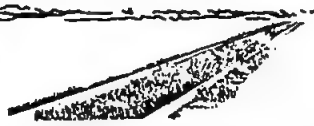

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KODACHROME JOHN SISTRUNK

(Continued from page 47)

keeps a GP38-2 in Dothan, and its crew goes to work at 5:00 p.m. In addition to putting together the consist for southbound train 51, the job works several local industries.

Meanwhile, down in Panama City, train 52 is getting ready to head north. Called for 7:00 p.m. and usually departing at 7:35, this is one of the "Boys of Summer" with late June or early July being about the only times you can photograph it on the road.

In the winter, however, this is truly a railfan's train. How many times have you photographed a train blasting by but were too busy with camera and car to remember what you saw until it was projected on the screen? Train 52 at night is a great railroading *experience*. With pacing right at the legal speed limit, roaring 567s and 645s, whirling lights and echoing horns, this is railfanning for the soul.

The Bay Line is now operating for a new parent organization. As mentioned in Sandy Burton's story on the Apache Railway (October '87 R&R), Southwest Forest Industries was purchased by Stone Container Corporation in April 1987. As with the Apache, there are no present plans for changes in operation or appearance.

Along with a new owner, the A&St-AB will be getting a new yard tower. Disaster struck the old tower last summer when a tractor trailer rig left Highway 231 at high speed, slammed into the building and exploded. Luckily, no railroad employees were hurt, but the tower was gutted by fire and many irreplaceable photos and documents were

EKTACHROME JIM BOYD

destroyed. Operations didn't slow down, however. Trailers were quickly moved in and will be used for office space until a new tower is complete.

There you have it: a busy, colorful, profitable railroad offering a variety of railfanning experiences. This is a very friendly and professional operation. Superintendent Doug Davis is justifiably proud of the railroad and more than willing to let people see it. He does insist, however, that railfans obtain permission and sign a release before entering the property. This is done at Sherman Tower in Panama City or the Bay Line offices in Dothan. A telephone call few days ahead of your visit is a courtesy well appreciated.

The local Tourist Bureau has long bragged on having the world's most beautiful beaches. They also have one of the country's most interesting and impressive railroads.

KODACHROME: QUINTON BRUNER

F3A 1501 was wearing her factory dress of aluminum and blue as she headed No.1 into Panama City in the early 1950s; the train carried a through Pullman from Atlanta. In 1955 the 1501 was sent to EMD to be regeared for freight service and upgraded to F7 specs; she emerged in the new yellow and green colors, shown (bottom) in February 1968. On January 21, 1987, GP39 507 headed up a consist of SD40 906, SD9s 505 and 504 and GP38-2 510 on freight 52 (opposite top) preparing to depart Sherman Yard in Panama City. That same night, ex-Reading GP7 500 and GP38-2 509 were at the Panama City shop (below). The Bay Line can be frustrating to railfans, since its only over-the-road freight runs to Dothan and back under the cover of darkness.

KODACHROME: JOHN SISTRUNK

KODACHROME: QUINTON BRUNER

EKTACHROME: JIM BOYD

THE ALCO ERA ended on the Bay Line when the last RS1s were sold in 1984. The 904, shown (left) at Dothan in June 1969, was typical of the nose chops performed by the Panama City shop on all the remaining RS1s in the early 1960s. Alco switcher 1002 was fresh from the shop in her new yellow and green colors in February 1955; she was traded to EMD on SD40 506 in 1966.

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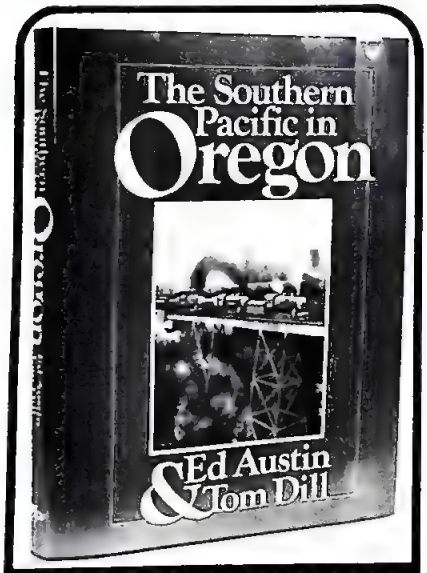

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BY JIM BOYD

PHOTOGRAPHY J.M. BOYD

THE CLASS 33 "Cromptons" are the GP7s of British Rail, handling both freight and passenger with equal ease. At 1550 h.p., they are a general light duty road engine. The 33006 here enters Bath Spa on November 23 with a local passenger from Portsmouth to Bristol. They sound like RS3s.

But they *sound* like Alcos!

Mike Del Vecchio was my first victim. On the way home from the airport he manfully withstood the barrage of gibberish about "37s . . . left side driving . . . passenger trains everywhere . . . two-foot gauge that's actually one-foot-eleven-and-a-half-inches . . . one of only five named 33s . . . and . . . they all sound like Alcos!"

I had just returned from my first trip to England. As mentioned in last month's CAMERA BAG, from November 20 through 24, 1987, I accompanied journalist and railroader Gene Blabey on a "long weekend" blitz of the U.K. It was five days I won't soon forget.

Before this trip I had been what Peter McGilligan described in his Irish brogue as a "typically ignorant American railfan with no desire to learn about anything foreign." But I knew about England: everything's electrified or replaced by InterCity 125s, the freight trains run at night and all equipment is painted in that horrid blue with yellow ends. A trip to England would be fun, if only for the opportunity to prove the stereotypes correct.

I was in for a delightful surprise. First off, the density of railroading is incredible, as though you took all of America's railroads and jammed them into Pennsylvania. And passenger trains run *everywhere*. While the Speedlink freights and Freightliner container trains do run predominantly at night, there is plenty of freight activity in the daytime if you go looking for it. The diesels are numerous and interesting, and British Rail is just entering a new phase of decentralizing into "Business Sectors" and separate regions, nearly all of which are introducing new paint schemes.

And they all sound like Alcos! With the exception of the HST (High Speed Train) units on the InterCity 125s, which sound like jet fighters, virtually all of the British diesel locomotives have four-cycle engines and sound like gurgling, slobbering, chugging, regurgitating *Alcos*. The diesel engines are from a variety of manufacturers (Sulzer, English Electric, Ruston Paxman) and have a range of sounds reminiscent of U.S. power from RS3s to U25Bs. The lower horsepower units like the 1550-h.p. Class 33 sound like older Alcos, while the big turbocharged jobs like the 3250-h.p. Class 56 sound like a modern GE. The sound adds a dimension of interest to locomotives that otherwise appear quite alien to an American railfan.

You get used to the appearance of British diesels very quickly, however, and with the TOPS computerized numbering system, initiated in 1972, diesel spotting becomes a very simple task. British Rail locomotives have five-digit numbers that are actually a two-digit class prefix on a three-digit road number. Thus, the 47484 is Class 47 Number 484. In the case of road numbers less than 100, zeros simply fill in the gaps: 33006 is Class 33 Number 6. All you need to do is spot the number and you've got the Class and model. Imagine how handy it would be if all our SD40s were Class 40 and SD40-2s Class 42. Let's see, a CSX 4700 is a . . . oh, never mind.

Many BR Classes contain subclasses designated by their 100-series numbers. For example, the Class 33/0 are the standard design (65 units), while the 33/1s (19 units) have "Buckeye" U.S.-style knuckle couplers and a different m.u. system, and the 33/2s (twelve units) have special slim carbodies for the clearances on the Hastings Line.

How do you learn all this? By spending £1.20 (about $2) for a *Motive Power Pocket Book* or similar train-spotter's handbook like the one I bought (Summer/Autumn 1987

Edition) at a newsstand in Paddington Station. These books list the entire BR roster broken down by class and individual engine number. I only wish I'd bought mine on my first day there and not my last. It takes a bit more research in books and magazines to pick up some of the nicknames for the various classes, such as the "Hoovers" (Class 50 which look like vacuum cleaners) or "Cromptons" (Class 33 with Crompton electrical gear) or the dearly departed "Peaks" (with their drooping Bassett-hound "faces" and interesting 1C-C1 trucks).

You quickly catch on to the numbering system and within a day are throwing around class numbers like a veteran "train-spotter." There is one hazard to be alert to, however. The all-important numbers for train-spotting are relatively unimportant to "signal box" operators and are thus generally put on the locomotives in only two places, near the cab on the left side. This means that if you are photographing an engine coming at you from the left, you probably will not be able to read the number by the trailing cab in the resulting photo. In such cases, go for a back shot just to catch the number (I didn't notice this until I got my slides back and discovered a lot of units I couldn't identify by number).

It's the appearance of BR diesels that throws most Americans, who have a hard time getting used to double-ended with cowl carbodies. If looks were all we had for comparison, then nearly everything in the U.K. would "look like an AEM7"—see, we *do* have the likes of BR power over here. But once you get over the idea of "loaves of bread with buffers," BR power seems quite natural.

Favorites emerge as you equate the British locomotives to their American equivalents, not in appearance but in service and performance. On the lines west and south of London that I visited, there were a few classes of power that dominated the action. The little 33s (the 1550-h.p. "Cromptons" built by Birmingham Railway Carriage & Wagon Company in the early 1960s) seemed to be BR's GP7s. They are dual service locomotives that I found everywhere in the south on light freight and passenger workings. There are only five named 33s, and I was blissfully unaware of that fact when the first diesel I photographed from the train up from Gatwick Airport turned out to be 33056, *The Burma Star*. Score one for the Yank.

The C-C (Co-Co in BR parlance) Classes 47, 50 and 56 are quite similar in overall appearance but reveal rather distinctive characters. The Brush Class 56 (page 51) are 3250-h.p. freight units, BR's answer to the SD40. The first 30 Class 56s were built under license in Romania in 1976, while the rest were turned out by Doncaster and Crewe through 1984. The Brush Class 47 (built 1963-'67) are 2580-h.p. dual service units with the numbers below 47381 without train-heat equipment (many were built with boilers but had them removed); these are nearly all assigned to Railfreight. The 47/4s, on the other hand, are HEP-equipped and generally found in passenger service painted in the "Revised BR" livery with the big logo and large numbers, the handsome InterCity "Executive" livery (page 66) or the new Network SouthEast colors. While only a handful of the freight 47s are named, the majority of the passenger units are. Though there is no precise U.S. equivalent, the 47s are like "big F-units" in the way they handle both freight and passenger with equal ease.

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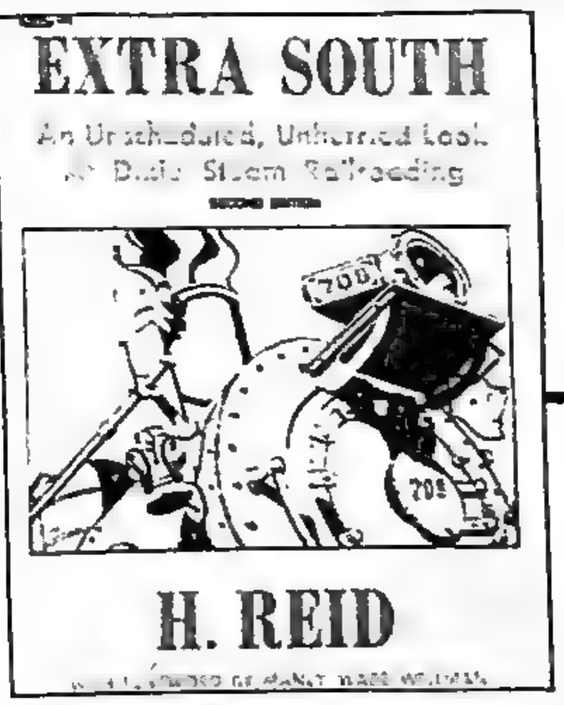

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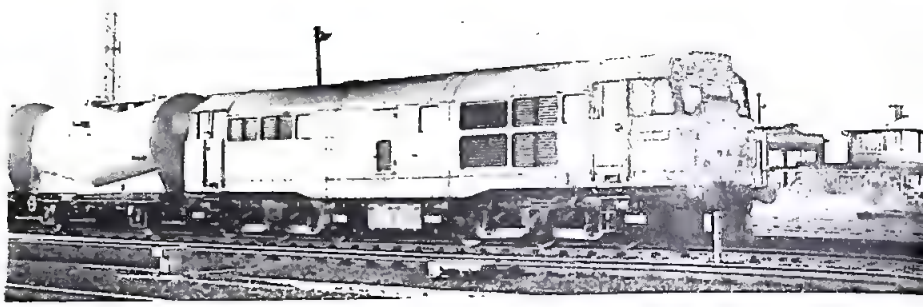
The 50s are England's E-units: passenger service only. The "Hoovers" are English Electric C-Cs built in 1967-'68, and all 50 units are HEP-equipped and carry names. Like the passenger 47s, they are in the "Revised BR" blue or Network SouthEast colors (page 67). And what names they carry! Our first encounter with the 50s was at Yeovil Junction on the old Southern Railway line from Exeter to London. The first train in was powered by the 50026 *Indomitable*. Gene and I had exactly the same thought, "The next one's gotta be the *Invincible*!" Nope: It was the 50037 *Illustrious*. That was followed by the 50002 *Superb*. We weren't far off with our *Invincible* notion, however, for that name is on the 50025, right next to *Indomitable's* 50026.

Those names, like most of the 50s, were British warships, and the roster reads like a roll-call of glory: *Dreadnaught*, *Warspite*, *Revenge*, *Hood*, *Renown*, *Ark Royal* and *Victorious*, to name a few. In a fine example of military respect, the 50044, 50045 and 50046 are named *Exeter*, *Achilles* and *Ajax* after the three cruisers of Commodore Harwood's Hunting Group Force G that caught the German pocket battleship *Admiral Graf Spee* in December 1939 and forced it into Montevideo, Uruguay, where it was ultimately scuttled. Heroism on the high seas . . . with buffers and an Alco exhaust.

I saw a few examples of other units used in the south and west, such as the Class 31 and Class 37. The 31 is a distinctive unit with an odd "hump" in the center of the windscreen and very American-looking A1A trucks. These Brush Type 2s are dual service units with some HEP-equipped, though at only 1470 h.p. they are only good for light duty. An English RSC2, perhaps?



RIDING ON HANDSOME A1A trucks, the Brush Class 31s are light duty dual service units with 1470 h.p. The 31132, in Railfreight gray and yellow, had a short freight at Westbury.

My instant favorite of present BR diesels is, however, the Class 37. Now *that's* what a British diesel always looked like to me. With impressive trucks and long noses, the 1750-h.p. English Electric Type 3 is my candidate to be the British PA. A very large class found more commonly in the north, I caught one on passenger at night in Bristol Temple Meads and another, 37240, on a hopper train out of Westbury (page 67). When I return someday, I shall seek out the 37s in earnest.

I saw not a single example of the newest BR freight units, the 3300-h.p. BREL Type 5 Class 58s (a strange semi-hood unit with full-width end cabs on a fishbelly girder underframe spliced by a slightly narrowed carbody hood), or the small Class 20 single-end-cab English Electric 1000-h.p. road switchers that strongly resemble Fairbanks Morse H10-44 switchers. And I spent no time at all on the main line electrification north of London, although on the "Gatwick Express" push-pulls I did see a few of the Class 73 "Electro-Diesels" that are the British answer to the FL9, combining a 600-h.p. diesel with a third-rail 1420-h.p. d.c. electric in a package smaller than an AEM7. There is still much for me to explore on BR.

In spite of 3000-h.p. six-motor units and a constant parade of InterCity 125 HSTs, I got the distinct feeling that I was looking at first-generation diesel railroading. The Class 08 400-h.p. shunters that work everywhere as station "pilots" look like an unfortunate encounter between a radiator and an 0-6-0 switcher but are delightful throwbacks to the steam era. The freight trains are short but incredibly fast, and junctions are controlled

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by "signal box" interlocking towers. The buffers and hook-and-link couplers on four-wheel "wagons" become objects of fascination rather than ridicule (some specialized equipment has U.S.-style "Buckeye" couplers, but the general stock is still hook-and-link). Air brakes have nearly replaced vacuum brakes, though the latter is still fairly common.

It was the passenger stations, however, that were the ultimate fascination for me. I'm a sucker for arched trainsheds and can remember them from Augusta, Georgia, to Minneapolis, Minnesota. Just try to find one today in the U.S. that has even a shred of its former glory. Then look at Paddington or Temple Meads—and I know there are many others in the U.K. As we got off our Inter-City 125 (pronounced, incidentally, one-two-five) at Temple Meads in Bristol (see the Foster Yeoman map on page 50), we walked up alongside a mail train that was holding on the center "road" (track) of the main shed beneath arches built in 1840! Similarly, the immense triple arches of London's Paddington Station were completed in 1854 (page 67).

Even small stations possess grandeur, like Aberystwyth on the Irish Sea coast of Wales with its glass-roofed center concourse at the end of two stub tracks with the narrow gauge (1' 11½") Vale of Rheidol Light Railway tracks adjacent to the main platform. Or Machynlleth with its stone facade, slate-covered roof peaks and massive chimneys. Even Westbury had a handy restaurant right on the platform and television monitors at each track listing arrivals and departures. Everything was clean and well maintained.

It's like the entire rail system was just made for the railfan (or "gricer" over there). Returning into Temple Meads for night shots, I was looking for that mail train that I'd been unable to photograph two nights earlier but found instead a conventional passenger train on the first track. On the head end was a 47 in a strange color. The locomotive (page 66) turned out to be 47484, the *ISAMBARD KINGDOM BRUNEL*, named for the builder of the Great Western Railway and Temple Meads. It was one of about a half dozen locomotives painted in GWR green and pinstripes for the GWR 150 celebration in 1985. There are enough other "non-standard liveries" loose on BR to present a potential surprise at any encounter.

On one day of our trip, Gene and I tagged five narrow gauge lines in Wales (none of which were running) along with the Snowdon Rack Railway. Wales is like compressing all

next month RAILFAN & RAILROAD

● SOUTHERN PACIFIC'S U25Bs: It was an unusual fleet, particularly in the "after life," with in-kind rebuilds, a Bicentennial and four very distinctive Sulzer rebuilds. David Lustig takes us for a look at the SP's "U-Boats."

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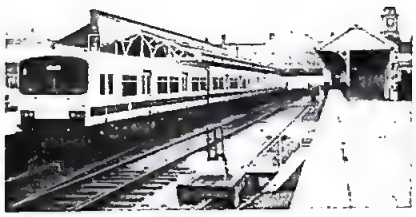

ON THE COAST OF WALES, the stations at Aberwystwyth (above) and Machynlleth (right) exhibit character and charm. The cars are diesel multiple units, known as DMUs, that perform well.

of Colorado into Rhode Island and throwing in the Santa Fe Surf Line and SP Coast Line just for fun.

And throughout England there are more "preservation" railways, museums and main line steam operations during the summer than you can possibly imagine. We stopped at David Shepherd's East Somerset Railway near the Foster Yeoman facility at Merehead and saw the equipment in the shed (the museum was open but no engines were steamed up). It was Shepherd's BR Class 9F 2-10-0 92203, *Black Prince*, that on September 11, 1982, set the tonnage record for steam in England by pulling a 2362-ton stone train on the Foster Yeoman track at Merehead. David Shepherd, incidentally, is the artist known as "the man who loves giants" for his exquisite paintings of elephants and steam locomotives in their respective natural habitats.

Trains in England are for riding, and that means everything from m.u. cars to InterCity 125s. Since almost the entire BR system was built from the beginning with high level station platforms, the passenger cars have one basic difference from those elsewhere: they have no provision for ground-level loading. Instead, both the vintage "compartment" cars (of which there are still plenty in service) and more modern open cars have numerous side doors rather than just end vestibules. You open the windows in the doors to reach the outside latches on most of them, and there are small opening windows at most seats. You quickly discover that these make great ports for taking pictures in nearly any weather since you can open the small window to shoot through without bothering nearby fellow passengers. All of the equipment I rode on, from m.u.s to vintage stock, was neat, clean and pleasant. The big windows give a feeling of brightness and openness that is sorely missing in our darkly-tinted and tiny vandal-thwarting Amtrak and commuter car windows.

Incidentally, "m.u.s" in England means both electric-powered cars as well as "DMU" diesel m.u. cars. The self-propelled diesel cars come in a surprising variety of models, but most look like typical British passenger cars that growl like a bus and take off down the tracks by themselves. While not overly interesting to photograph, these DMUs provide frequent local service to some very interesting places, and they seem to carry a lot of passengers.

The InterCity 125s, at the other end of the equipment spectrum, put nearly all the metropolitan centers of England within a two-hour train ride of almost anywhere. And they really do zip along at 125 m.p.h., as advertised, with LRC-like "Driving Motor Brake" units on each end powered by howling Paxman Valenta 2250 h.p. four-cycle diesels that turn 1500 r.p.m. The cars have end vestibule doors and are "open" but with each pair of seats facing a table. The ride at high speed is smooth but intense, very much like our own Amfleet *Metroliners* at similar speeds. And the buffet snack bar is every bit as "microwave adequate" as its Amtrak counterparts. I didn't ride any train with a full diner. The InterCity 125s usually provide a short, fast ride and are more long distance commuter trains than cruiseliners.

The windows on the 125s are tinted, and you don't get much of a view out at night unless you open a vestibule door window. On one or two occasions I *very carefully* stuck my head out at speed and discovered that the

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windstream at 100+ m.p.h. is a bit rough on the ol' eyeballs. By keeping your head inside, however, you can get a nice view out. Railfanning is . . . looking out of your InterCity 125 at Swindon and seeing on the highway two semi trucks lettered "Santa Fe Express."

As you may have gathered, I thoroughly enjoyed myself and can't wait to get back in the summer when the days are longer and the steam engines are running. "How you gonna keep 'em down on the Susquehanna, after they've seen Temple Meads . . .".

Transit Index

My worst fears were realized. With only one day to complete the "paste-up" for the February 1988 issue, the typesetting returned for the Volume 6 index. The four centerspread pages into which the index had to fit totaled 160 column inches (four ten-inch columns per page). The index ran 167 inches.

I needed a quick solution to shorten the index. The only thing that would not cripple the rest of the index was to remove the TRANSIT CURRENTS and TRACTION PUBLICATIONS listings and save them to run in this (March '88) issue. The scheme worked, but it was too late to have an explanation typeset for the February issue. For that, to all of our traction faction, I apologize. You will find the complete Volume 6 index for both columns in TRANSIT CURRENTS on page 25.

The reason Volume 6 did not fit the space was because it lists 14 issues, rather than the normal twelve. The two extra issues were the result of our shifting to the monthly schedule and wanting all future volumes to cover one calendar year (Volume 7, for instance, will be simply "1988," January through December).

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Thus, it is not likely that we will ever encounter the space problem again, and the transit columns will be hereafter found in their proper place in the "pull-out" index.

In the final proofreading, we found one error that we were unable to correct in time. Three books (all from the same issue) had been entered incorrectly in the master list and were omitted from the "Book Reviews" section: *Lima, The History*, by Hirsimaki, Sep87 p.18; *The Many Faces of the K4*, by Pennypacker and Staufer, Sep87 p.16; and *SPSF Motive Power-1986*, by Shine, Sep87 p.17.

In a computerized listing as complexly cross-referenced as our index, I'm sure that there are other errors or omissions, but you'll have to look hard to find them. Overall, you will find our indexes very useful tools for research that will add an enduring value to your R&R collection.

TEMPLE MEADS station in Bristol was originally the western terminus and home of the Great Western Railway. It was opened in 1841, though the centerpiece Tudor tower was not completed until 1935. On November 22, 1987, the 47484, *Isambard Kingdom Brunel* (named for the founder of the GWR and creator of Temple Meads), in special green livery honoring the 1985 150th anniversary of GWR, was preparing to depart on an eastbound passenger train. About an hour later, the 47501, recently named *Craftsman* and in the new InterCity "Executive livery," was about to depart from the same platform with an overnight sleeping car train (below) for Glasgow. That's a working mail car immediately behind the engine.

KODACHROMES: JIM BOYD

GREAT WESTERN splendor is evident in the awesome arched trainsheds of Paddington Station in London, which has served in essentially unaltered form since 1854! From broad-gauge steam engines to today's InterCity 125s, it has remained a perfectly functional monument to Victorian engineering. On November 23, 1987, the HST 43017, *HTV West* (a 2250-h.p. "Driving Motor Brake"), is the rear unit of an outbound train. The 50028, *Tiger* (below), is in the latest version of the Network SouthEast livery. The "PAs of England" are the dual-service Class 37s, such as the 37240 on a train of coal empties at Westbury (left) on the afternoon of November 23.

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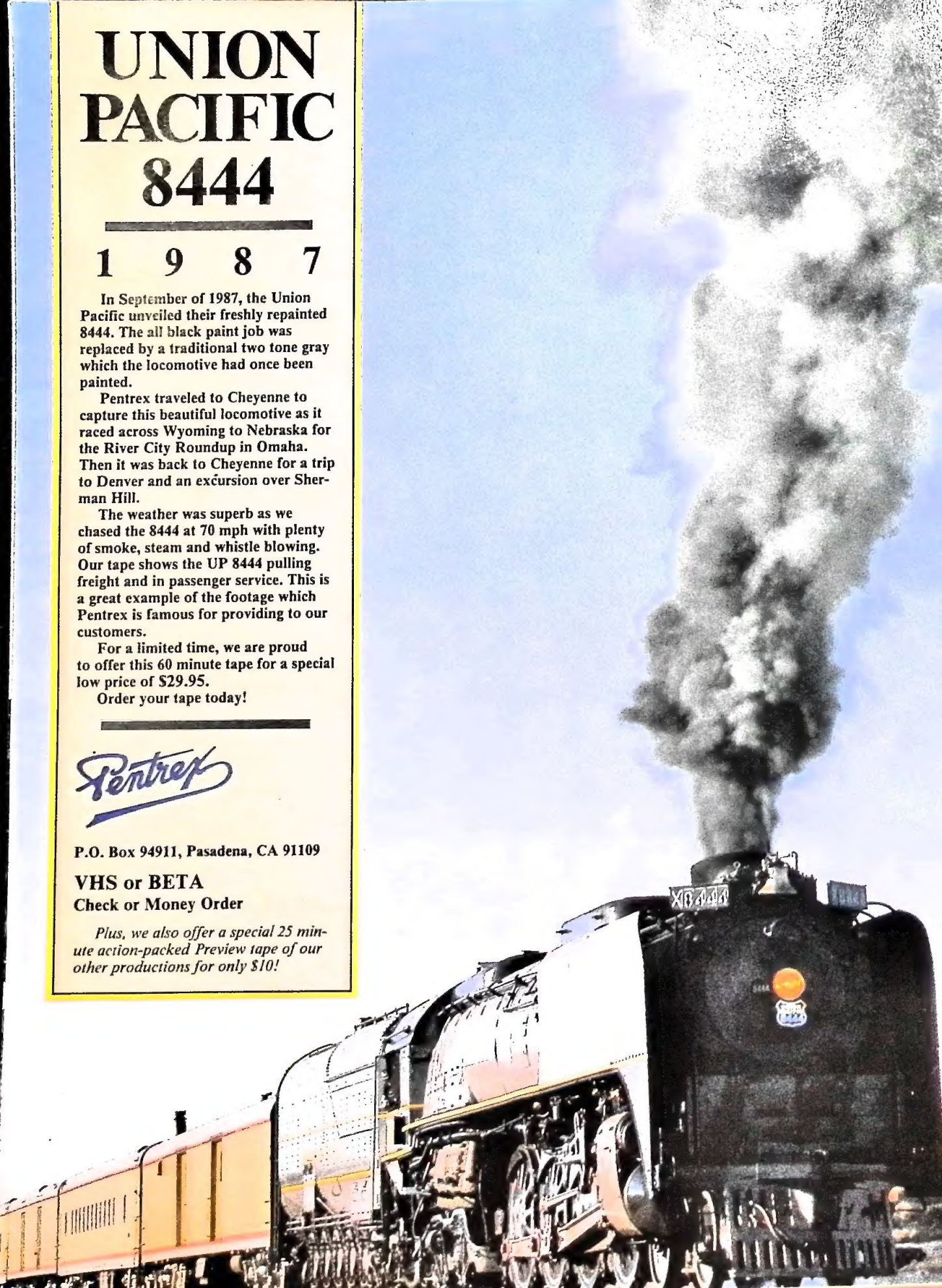
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